CLOVEWOOD

Draft Environmental Impact Statement

Appendix J
Traffic Impact Study

J-1: Traffic Impact Study
J-2: Additional Data Requested by the Village
J-3 NYSDEC Correspondence

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Engineers Planners Surveyors Landscape Architects Environmental Scientists

MASER CONSULTING P. A.

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APR 05 2018
Traffic Safety & Mobility Group
R-8 Permits / SEQRA Unit

Traffic Impact Study

CLOVEWOOD

(Blaggs Clove)
NYS Route 208 and Clove Road
Village of South Blooming Grove, Orange County, New York

December 26, 2017

Prepared For

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I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

The Clovewood Development is a proposed residential development (expected to be occupied by Orthodox Jewish households – Scenario 1 of the Scoping Document) that will consist of approximately 600 single family homes with a potential for a maximum of 600 accessory apartments subject to Village discretion and several restrictions that limit occupancy (e.g. max of 3 persons, no larger than 750 s.f.), which is planned to be developed on the property located on the east side of NYS Route 208 and Clove Road (CR 27) adjacent to the Blooming Grove Shopping Plaza in the Village of South Blooming Grove, New York. As shown on Figure No. 1, access to the site is proposed via a new roadway connection to NYS Route 208 and a secondary roadway connection to Clove Road as well as a connection to Arlington Drive to the south (see Section H.1 for further discussion). The two proposed driveways, connection to Arlington Drive, and internal roadway layout will provide adequate emergency access to/from the site.

Access related improvements including turn lanes and possible signalization are proposed as part of the development to accommodate the development traffic as well as other background traffic. (See Section III.F for more details.) As part of the site plan development, two areas have been set aside for proposed park and ride facilities. An area near the proposed access connection to NYS Route 208 for general public use and an area within the site for Clovewood residents themselves. These two areas could accommodate upward of 300 parking spaces each.

The project was evaluated for use by a demographic similar to the nearby Village of Kiryas Joel, in the Town of Monroe (Palm Tree), New York, as referenced as "Community Scenario 1" as per the adopted Scoping Document for the project. These demographics altered the normally determined trip generation, discussed below in Section III.B.

The development is expected to be completed as one phase with an Estimated Time of Completion (ETC) 2020. As required by the New York State Department of Transportation (NYSDOT), an evaluation of an ETC+10 is required and therefore the Design Year of 2030 has been utilized in completing the traffic analysis for the project.

B. SCOPE OF STUDY

This study was prepared to evaluate the potential traffic impacts associated with the proposed Clovewood Development on the surrounding roadway network, based on the Scoping Document for the project as adopted by the Village of South Blooming Grove, dated June 2, 2016. Traffic counts collected by representatives of Maser Consulting, P.A. were utilized to establish the Existing Traffic Volumes for the study area intersections.

The Existing Traffic Volumes were then projected to a Year 2030 Design Year to take into account expected increases in traffic due to normal background traffic growth in the area. In addition, traffic from other developments in the area was also identified and added to the 2030 Projected Traffic Volumes resulting in the Year 2030 No-Build Traffic Volumes.

Estimates of the traffic to be generated by the Clovewood Development were then made based on information published by the Institute of Transportation Engineers and information referenced in the project Scoping Document. (See Section III.B for additional discussion.) These volumes were added to the Year 2030 No-Build Traffic Volumes to obtain the Year 2030 Build Traffic Volumes.

Similar procedures were followed for other development alternatives evaluated in this report. Based on the procedures contained in the Highway Capacity Manual using the SYNCHRO analysis procedures, the traffic volumes were then compared to roadway capacities to determine existing and future Levels of Service and operating conditions. Recommendations for improvements to serve existing and/or future conditions were then made where necessary.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the Clovewood Development will be served by a direct access connection to NYS Route 208 and a secondary access to Clove Road. The following is a brief description of the key area roadways. Copies of the capacity analysis which include lane widths, number of lanes, and traffic control are contained in Appendix D of this study for each of the individual intersections studied.

1. NYS Route 208 – is a major north/south roadway which runs throughout Orange County. It originates at a "T" signalized intersection with NYS Route 17M in Monroe. It continues in a northeasterly direction and has an interchange connection with NYS Route 17. It continues northward and has intersections with Museum Village Road, Fairway Drive, Mountain Road (C.R. 44), Peddler Hill Road, Stonegate Drive and Duelk Avenue. In the more immediate vicinity of the site, it intersects with Clove Road and Round Hill Road. The roadway generally consists of one lane in each direction with a posted speed limit varying between 55 mph and 45 mph in the vicinity of the site. The roadway then continues north into the Village of Washingtonville and then on to northerly sections of the county.

2. Clove Road – is a two-lane County roadway which originates at an unsignalized "Y" type intersection with NYS Route 208 and continues to the northeast along the site frontage. The roadway generally consists of one lane in each direction with a posted speed limit of 45 mph. Note that the geometry of the Clove Road connection to NYS Route 208 currently causes confusion to drivers and this contributes to the existing poor operating conditions.

3. Round Hill Road – is a Town of Blooming Grove roadway which connects NYS Route 208 and Clove Road. It consists of one lane per direction and is a "Stop" sign controlled four-way intersection with NYS Route 208 and a "Stop" sign controlled "T" intersection with Clove Road. It has a posted speed limit of 30 mph.

4. Mountain Road (C.R. 44) – is a two-lane Orange County road, which originates at a "T" intersection with NYS Route 208 opposite the southerly portion of the site. It has a posted speed limit of 40 mph. It should be noted that Mountain Road east of NYS Route 208 has a fairly steep grade continuing in an easterly direction.

5. Peddler Hill Road – is a two-lane Village of S. Blooming Grove roadway that runs northwest from NYS Route 208 to Prospect Road. Peddler Hill Road intersects NYS Route 208 at a "Y" intersection and has a small channelized island separating left and right turn movements. The roadway is approximately 25' wide.

B. YEAR 2016 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 2A through 6, 6A)

Current traffic volumes were developed based on turning movement and Automatic Traffic Recorder (ATR) traffic counts (including any pedestrian, bicycle and truck activity) collected by representatives of Maser Consulting (June and September 2016), previous traffic count data collected in 2014/2015 as well as traffic volume data from the New York State Department of Transportation (NYSDOT). Based on this information, the 2016 Existing Traffic Volumes were developed for the Typical Weekday Peak AM, Typical Weekday Peak PM, Friday Peak PM, Saturday Peak and Sunday Peak Hours (as per the Scoping Document adopted by the Village of South Blooming Grove) for the following intersections:

(1) NYS Route 208 and Clove Road (C.R. 27)
(2) NYS Route 208 and Round Hill Road
(3) Clove Road and Round Hill Road
(4) NYS Route 208 and Mountain Road (C.R. 44)
(5) NYS Route 208 and US Route 6/NYS Route 17 EB on/off Ramp
(6) NYS Route 208 and US Route 6/NYS Route 17 WB on/off Ramp
(7) NYS Route 208 and Peddler Hill Road
(8) NYS Route 208 Stonegate Drive
(9) NYS Route 208 and Museum Village Road S.
(10) NYS Route 208 and Fairway Drive
(11) NYS Route 208 and Duelk Avenue
(12) NYS Route 208 and Lake Shore Drive
(13) NYS Route 208 Captain Carpenter Road
(14) NYS Route 208 and Red Bird Drive
(15) NYS Route 208 and Mangin Road
(16) NYS Route 208 and Merriewold Lane
(17) NYS Route 208 and Shannon Lane
(18) NYS Route 208 and Blooming Grove Plaza/Sunoco Driveways
(19) NYS Route 208 and Orange & Rockland/Utilities/Office Park Driveway
(20-21) Clove Road and Proposed Site Access
(22) NYS Route 208 and Proposed Site Access

(23) Clove Road and Orchard Lake Drive
(24) NYS Route 208 and NYS Route 94

Based on the turning movement and ATR count data, the peak hours were generally found to occur as follows:

Typical Weekday Peak AM Highway Hour	7:30 AM – 8:30 AM
Typical Weekday Peak PM Highway Hour	5:00 PM – 6:00 PM
Peak September Friday PM Highway Hour	5:00 PM – 6:00 PM
Peak September Saturday Hour	12:00 PM – 1:00 PM
Peak September Sunday Hour	12:00 PM – 1:00 PM

The resulting Year 2016 Existing Traffic Volumes for the balanced roadway network are shown on Figures No. 2, 2A through 6, 6A for the Weekday Peak AM, Weekday Peak PM, Friday Peak, Saturday Peak and Sunday Peak hours, respectively.

A copy of the turning movement/ATR traffic counts and NYSDOT traffic count data is contained in Appendix E.

In addition to the turning movement/ATR traffic counts collected, intersection geometry and traffic control including signal phasing/timings were also obtained.

C. OTHER EXISTING CONDITIONS

Currently there is no full-time bus service provided along NYS Route 208 in the immediate vicinity of the site, with the exception of the George Washington Bridge Express Bus (Short Line Bus), which provides weekday service to/from the area to the GWB station and the NYC Upper West and East Side. The local stop is located at the intersection of NYS Route 208/Clove Road (CR 27) with five (5) morning and five (5) evening buses.

Coach USA/Short Line also provides local service (Main Line of Orange County) between Woodbury Common and Middletown and commuter service between New York and Orange-Rockland County from the Monroe Park and Ride located at Route 17/17M/Museum Village (4 miles south of the site). The Park and Ride is heavily utilized and has no available capacity during peak periods.

As part of the site plan development, two areas have been set aside for potential park and ride facilities. An area near the proposed access connection to NYS Route 208 for general

public use and an area within the site for Clovewood residents themselves. These two areas could accommodate upward of 300 parking spaces each. These parking facilities would be available to complement and expand express bus service along the Route 208 corridor as well as the recently established Blooming Grove shuttle, which runs between South Blooming Grove and the Village of Kiryas Joel. The provision of such would allow intercepting vehicles, which currently drive to the Monroe Park and Ride facility and travel along Route 208. These vehicles would now be able to stop at this location, park and board the bus service from this area and not have to drive further south on Route 208. This would reduce the number of passenger cars traveling along Route 208 south of the site and would allow more convenient bus transit trips. This is consistent with County and regional planning recommendations to provide needed Park and Ride facilities and to reduce overall automobile trips.

The Applicant will work with the NYSDOT, Orange County, the Village of South Blooming Grove and the operators of the area bus services to coordinate the implementation of these services. This will help reduce overall automobile trips in the area and also help further reduce the number of automobile trips generated by the site. (See Section III.H.8 for further discussion on proposed improvements to improve public transit access.)

Furthermore, pedestrian and bicycle activity at the various intersections studied was observed to be either none or very minimal and there are no sidewalks at these locations with the exception of the intersection of NYS Route 208 and NYS Route 94 in the Village of Washingtonville and a limited crosswalk section at the intersection of NYS Route 208 and Duelk Avenue. See Section III.H.6 for discussion of future conditions.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. 2030 NO-BUILD TRAFFIC VOLUMES

(Figures No. 7, 7A through 21, 21A)

Based on NYSDOT historical data which is supplemented with the Orange County Department of Public Works (OCDPW) Traffic Count Program, there has been little to no growth along the NYS Route 208 corridor within the last 10 years (2005-2015). However, in this evaluation, to be conservative, the Existing Traffic Volumes were increased by a total background growth factor of 1.062% to account for normal background traffic growth in the area to the Year 2030 (ETC+10). (A copy of the NYSDOT historical data is contained in Appendix E). The resulting Year 2030 Projected

Traffic Volumes are shown on Figures No. 7, 7Aa through 11, 11A for each of the peak hours.

In addition to the background growth factor, traffic generated by other planned or potential developments was also accounted for, as per the Scoping Document and knowledge of other planned developments. The following developments were included in the No-Build Traffic Volume projections:

1) Sleep Inn Hotel
2) South Blooming Grove Commercial Park
3) Kiryas Joel 164-acre Annexation (RFDS)
4) Metro Asset
5) ARA Bagels
6) Smith Farm
7) Monroe Professional Square
8) Bald Hill Estates

The traffic from each of these developments were either obtained from studies prepared for the specific development or computed based on the size of the development utilizing the Institute of Transportation Engineers (ITE) Trip Generation Rates. It should be noted the Kiryas Joel 164-acre Annexation (1960 dwelling units) was based on the "higher" ITE Trip Generation Rates. Due to the nature of the Kiyras Joel community, lower trip generation have been established - See Section III.B. These volumes were then distributed to the study area locations. The Total Other Development Traffic Volumes are shown on Figures No. 12, 12A through 16, 16A for each of the peak hours.

The Other Development Traffic Volumes were added to the 2030 Projected Traffic Volumes to obtain the 2030 Build Traffic Volumes, which are shown on Figures No. 17, 17A through 21, 21A for each of the peak hours.

B. SITE GENERATED TRAFFIC VOLUMES

(Tables No.1-SGTV, 2-SGTV)

As discussed in Section I.A, the Clovewood development is proposed for some 600 single family homes expected to be occupied by Satmar Hasidic households similar to in the Village of Kiryas Joel.
By convention, women of this community generally do not drive but, rather, access mass transit or carpooling to travel.

Based on 2011-2015 American Community Survey (ACS) 5-year estimates shows Orange County has 1.77 vehicles per household. The Town of Blooming Grove has 2.02 vehicles per household, the Village of South Blooming Grove has 1.99 vehicles per household and the Village of Kiryas Joel has 0.50 vehicles per household. Furthermore, the U.S. Census data indicated that for Means of Transportation to Work, 74.1% of the Orange County population drove alone with 10.1% carpooling, 5.1% using public transportation, 5.8% used other means of transportation (walked, bicycle, taxi) and 4.9% worked at home. Within the Village of South Blooming Grove, 83.3% drove alone, 8.5% carpooled, 5.2% used public transportation, 1.6% used other means of transportation and 1.4% worked at home. Whereas, for Kiryas Joel (similar type of community proposed), 27.9% drove alone, 16.3% carpooled, 19.6% used public transportation, 30.7% used other means of transportation and 5.5% worked at home.

A copy of the summary of the 2011-2015 American Community Survey (ACS) 5-year estimates-U.S. Census Means of Transportation to Work Data is contained in Appendix I.

Estimates of the amount of traffic to be generated by the proposed 600 homes were developed based on data published by the Institute of Transportation Engineers (ITE), as contained in their publication entitled *Trip Generation*, 9th Edition, 2012 for Land Use 221 – (Community Scenario 1 Rates) to take into consideration the type of community proposed (Satmar Hasidic). Table No. 1-SGTV (Appendix B) provides the Hourly Trip Generation Rates and Anticipated Site Generated Traffic volumes for each of the peak hours. The Anticipated Site Generated Traffic Volumes for the various peak hours are summarized below.

Community Scenario 1 Rates *			
600 Single Family Homes	**Entry Volume**	**Exit Volume**	**Total Volume**
Weekly Peak AM Hour	50	189	239
Weekly Peak PM Hour	212	114	326
Weekly Peak Friday Hour**	---	---	---
Peak Saturday Hour**	---	---	---
Peak Sunday Hour	141	125	266

**Based on ITE Land Use 221 – Low Rise Apartment Rates*

*** Because the project is expected to be occupied by Satmar Hasidic households, there would be no Friday evening or Saturday daytime traffic.*

Community Scenario 1 Rates *			
600 Accessory Apartments	**Entry Volume**	**Exit Volume**	**Total Volume**
Weekly Peak AM Hour	39	144	183
Weekly Peak PM Hour	179	96	275
Weekly Peak Friday Hour**	---	---	---
Peak Saturday Hour**	---	---	---
Peak Sunday Hour	103	91	194

**Based on ITE Land Use 221 – Low Rise Apartment Rates*

*** Because the project is expected to be occupied by Satmar Hasidic households, there would be no Friday evening or Saturday daytime traffic.*

In addition, since Clovewood is expected to be occupied by Satmar Hasidic households, there is no traffic on Friday evenings, Saturdays or Jewish holidays (a total of 65-75 days).

A comparison of the anticipated site generated traffic volumes for the type of community proposed (Satmar Hasidic) was also made with a conventional residential development (Community Scenario 2 – ITE Land Use 210 – Single Family Rates), which would represent a community with demographics similar to the existing conditions in the Village of South Blooming Grove.

Community Scenario 2 Rates *			
600 Single Family Homes	**Entry Volume**	**Exit Volume**	**Total Volume**
Weekly Peak AM Hour	107	322	429
Weekly Peak PM Hour	332	195	527
Weekly Peak Friday Hour**	332	195	527
Peak Saturday Hour**	293	250	543
Peak Sunday Hour	244	216	460

**Based on ITE Land Use 210 – Single Family Rates*

*** Because the project is expected to be occupied by Satmar Hasidic households, there would be no Friday evening or Saturday daytime traffic.*

Community Scenario 2 Rates *			
600 Accessory Apartments	Entry Volume	Exit Volume	Total Volume
Weekly Peak AM Hour	50	189	239
Weekly Peak PM Hour	212	114	326
Weekly Peak Friday Hour**	212	114	326
Peak Saturday Hour**	154	131	285
Peak Sunday Hour	141	125	266

**Based on ITE Land Use 221 – Low Rise Apartment Rates*

*** Because the project is expected to be occupied by Satmar Hasidic households, there would be no Friday evening or Saturday daytime traffic.*

[A sensitivity analysis using the "higher" Community Scenario 2 – ITE Land use 210 – Single Family Rates is contained in Appendix H.]

Table No. 2-SGTV (Appendix B) shows the rates analyzed in this report compared to the rates based on data collected and summarized in the Kiryas Joel Annexation DEIS. As can be seen from the Table below, the expected traffic volumes for the development would be even less utilizing Kiryas Joel Rates.

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

CLOVEWOOD BLOOMING GROVE, NEW YORK	COMMUNITY SCENARIO 1 RATES ITE LAND USE 221		COMMUNITY SCENARIO 2 RATES ITE LAND USE 210		KIRYAS JOEL	
	HTGR (1)	VOLUME	HTGR (2)	VOLUME	HTGR (3)	VOLUME
SINGLE FAMILY (600 LOTS)						
WEEKDAY PEAK AM HOUR	0.39	239	0.72	429	0.36	216
WEEKDAY PEAK PM HOUR	0.54	326	0.87	527	0.435	261

1) *ITE Land Use Code 221 – Low Rise Apartment.*
2) *ITE Land Use Code – 210 – Single Family*
3) *Trip rates based on data obtained from DEIS prepared for Kiryas Joel Annexation.*

The above comparison clearly suggests the occupancy of Clovewood by the Satmar Hasidic community (Community Scenario 1 Rates) would considerably reduce overall traffic below typical generic trip generation (Community Scenario 2 Rates).

As discussed in section III.H.4, a post construction monitoring study, which has been recently used by NYSDOT as part of their permit requirements, would be completed for this development. It would involve actual counts at the site access connections to identify actual trip generation by the project, which is expected to be less than considered in the analysis contained herein. This study would be completed by the Applicant and used to identify conditions after the completion of 300 lots of development so that actual versus projected traffic can be identified. This would allow for adjustments to be made for additional traffic signals (if warranted), adjustment to signal timing/phasing or other minor improvement adjustments if necessary in terms of the other off-site intersections.

C. ARRIVAL/DEPARTURE DISTRIBUTION

(Figures No. 22, 22A and 23, 23A)

An arrival and departure distribution was established based on a review of the existing traffic volumes, consideration of the location of the proposed access, relationship to the nearby roadways and expected travel patterns. These distributions were used to assign the site generated traffic volumes to the roadway network. The resulting arrival and departure distributions are shown on Figures No. 22, 22A and 23, 23A, respectively. (See also section III.H for other considerations.)

D. 2030 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 24, 24A through 33, 33A)

The site generated traffic volumes for the proposed 600 single family homes were assigned to the roadway network utilizing the above referenced arrival and departure distributions. The resulting site generated traffic volumes are shown on Figures No. 24, 24A through 28, 28A for each of the Peak Hours. These site generated traffic volumes were added to the Year 2030 No-Build Traffic Volumes resulting in the Year 2030 Build Traffic Volumes which are shown on Figures No. 29, 29A through 33, 33A for the Weekday Peak AM, Weekday Peak PM, Friday Peak PM, Saturday Peak Highway, and Sunday Peak Highway Hours, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

It was necessary to perform capacity analyses using the SYNCHRO 8 analysis software to determine existing and future traffic operating conditions at study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis
  Capacity analyses for signalized intersections were performed in accordance with the procedures described in the *2010 Highway Capacity Manual*, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service.

  A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. In between, a Level of Service "B" is still representative of low volume to capacity ratios with more vehicles stopping than for the Level of Service "A" conditions. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis
  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *2010 Highway Capacity Manual*. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. The average amount of vehicle delay is computed for each critical movement with respect to the intersection, so as to identify the Level of Service.

- Two-Lane Highway Analysis (Arterial Analysis)
  The two-lane highway analyses (arterial analyses) were conducted for uninterrupted flow where there are no traffic control devices that interrupt traffic and where no platoons are formed by upstream signals (or

roundabout) that are 2 to 3 miles from the nearest signal (or roundabout). The two-lane analysis method in this report was also performed in accordance with the procedures described in the 2010 Highway Capacity Manual.

Additional information concerning signalized, unsignalized, and mainline Levels of Service can be found in Appendix C of this report.

F. RESULTS OF ANALYSIS

(Tables No. 1, 2, 3, 4, 5 and Tables No. 1-G, 2-G, 3-G. 4-G, 5-G)

Level of Service Criteria

- For any unsignalized intersections where the minor roadway approaches are projected to operate at a Level of Service "F" under future No-Build and Build Conditions, these locations were identified for possible signalization and/or monitoring for future signalization.

- For any signalized intersections, appropriate mitigation strategies to reduce failing operations, queuing and arterial analysis under future No-Build and Build Conditions, potential mitigation measures were identified and will be reviewed with NYSDOT for approvals.

Capacity analyses were performed at each of the study area intersections utilizing the procedures described above to evaluate current and future operating conditions. Summarized below is a brief description of the exiting geometrics and traffic control. The capacity analysis takes into consideration appropriate Peak Hour Factors (PHF) and truck percentages for each of the study area intersections. Based on the field surveys, existing pedestrian and bicycle activity during peak hours was found to be minimal. Signal timings were obtained in the field and compared with available signal timing data from the NYSDOT. The Applicant would be responsible for any of the access related improvements including the signalization of the connection to NYS Route 208. The applicant would also participate on a fair share basis on other offsite improvements identified herein.

Tables No. 1, 2, 3, 4, and 5 for Community Scenario 1, 600 Single Family Homes (Appendix B) and Tables No. 1-G, 2-G, 3-G, 4-G and 5-G, 600 Single Family Homes with 600 Accessory Apartments (Appendix G) also summarize the results of the capacity

analysis (Levels of Service, delays, volume-to-capacity (v/c) ratio and 95th percentile queues) for the 2016 Existing condition, Year 2030 No-Build and Year 2030 Build Conditions. Copies of the capacity analysis for each of the individual intersections are contained in Appendix D of this report.

It should be noted for unsignalized intersections on a corridor like NYS Route 208, it is not uncommon for the side road or driveway approach to operate with delays while the major road operates at better Levels of Service. In order to improve the operation of these unsignalized intersections, the installation of a traffic signal may improve the ability to exit from the side road. However, most of these side roads have relatively low exiting left turn volume generally less than 17 vehicles per hour during the peak hours with the exception of Merriewold Lane South, which has slightly higher left turns (30-37) vehicles. At these volume levels, traffic signal warrants would not be satisfied. It should also be noted that the installation of a traffic signal at other more substantial intersections north or south of these locations would provide increased gaps in the traffic stream, which would be experienced at these low volume locations.

1. NYS Route 208 and Clove Road (CR 27)

   NYS Route 208 and Clove Road intersect at an unsignalized "Y" type intersection that is already problematic due to the alignment of the Clove Road approach. The northbound and southbound approaches each consist of a single lane and the westbound Clove Road approach has a single lane as well as the remnants of an old roadbed immediately north of the intersection. The intersection is "Stop" sign controlled.

   It should be noted that the intersection currently experiences long delays with vehicle conflicts due to the alignment of the intersection and these will continue to be experienced under the 2030 No-Build and Build Conditions.

   These conditions have been well-known for some time. The 2005 Town of Blooming Grove Comprehensive Plan stated, "the awkward geometry of this intersection makes turns difficult during periods of high traffic volumes." Some $960,000 was, in fact, included in Public Law 109-59 enacted by the US Congress in 2005 for "realignment of Clove Road and Rt. 208, access management improvements" including signalization. The money has not been spent to date. It should be noted that the Town of Blooming Grove Town Board has a long history of attempts to correct this problem situation independent of the needs of the Project.

Rectifying these conditions will require the installation of a traffic signal as well as associated geometric improvements. Therefore, the intersection should be monitored for signalization regardless of the Clovewood Project to determine if traffic signal warrants are satisfied.

It should also be noted the installation of the traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the Route 208 traffic stream, which will tend to improve the ability to enter and exit other unsignalized intersections including the Sunoco driveways/Blooming Grove Plaza, Shannon Lane, Merriewold Lane, Mangin Road, Red Bird Drive, Captain Carpenter Road and Lake Shore Drive intersections south of the site access as well as the Clove Road intersection to the north.

In addition, the project proposes to create a public park and ride facility that would remove significant traffic from Route 208 and thereby enhance these improvements.

2. NYS Route 208 and Round Hill Road
   Round Hill Road and NYS Route 208 intersect at an unsignalized four-way intersection. All approaches consist of one lane in each direction. The intersection is "Stop" sign controlled.

3. Round Hill Road and Clove Road
   Round Hill Road and Clove Road intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

4. NYS Route 208 and Mountain Road (C.R. 44)
   Mountain Road intersects with NYS Route 208 at an unsignalized "T" type intersection. All approaches to the intersection consist of one lane in each direction. The intersection is "Stop" sign controlled.

   Capacity analysis conducted utilizing the Existing Traffic Volumes indicates the left turn movements from the Mountain Road approach at this intersection currently experiences significant delays during peak periods. Also, left turn movements to and from NYS Route 208 onto Mountain Road are difficult in the peak hours due to the significant through traffic volumes on NYS Route 208 and this leads to vehicular conflicts and significantly impacts the operation and safety of this movement.

Based upon a review of the traffic volumes for the Existing and No-Build conditions, due to the significant through volumes along the corridor, the provision of a separate left turn lane on NYS Route 208 and a two lane exit on the Mountain Road approach at this intersection are warranted based on NYSDOT criteria. Also, a traffic signal is warranted. These improvements are required regardless of the proposed development.

Thus, the intersection was then analyzed with signalization and with these turn lane improvements under both No-Build and Build conditions. Those results are also shown in the Level of Service Summary Tables contained in Appendix B.

In addition, as discussed in Section III.H.9, an evaluation of a potential roundabout was conducted as an alternative to signalization and other geometric improvements. The analysis indicates that the construction of a roundabout at this location appears to be a viable alternate to traffic signalization and either improvement could be constructed to improve the intersection operation.

The Project sponsor proposes to contribute to paying such portion of the costs of these improvements as may be determined as part of the Highway Work Permit process with NYSDOT, assuming other highway improvements (e.g., connection from Kingsville Drive to Mountain Road) have not, in the interim, alleviated the existing condition at Mountain Road, which would be analyzed based on monitoring of actual conditions.

5. <u>NYS Route 208 and US Route 6/NYS Route 17 EB on/off Ramp</u>

   The US Route 6/NYS Route 17 EB on/off Ramp intersects NYS Route 208 at a signalized intersection. The NYS Route 208 southbound approach consists of one lane for left/through movements and the northbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane. The US Route 6/NYS Route 17 EB on/off Ramp consists of one lane for left and right turn movements. Under current conditions, on NYS Route 208 southbound, through vehicles currently use the shoulder to bypass vehicles that are stopped to make a left turn onto the ramp. As identified in the Level of Service Summary Tables, certain improvements may be needed to improve the overall operation of this intersection in the future even without the Project as a result of expected background traffic growth in the area.

These improvements would include signal timing changes and the provision of a new separate left turn lane on Route 208 (see Figure A-3 of Appendix A). The Tables illustrate improved levels of service will result. It is proposed to mitigate any impact from the Project by agreeing to contribute a fair share of the costs of these improvements should they be pursued by New York State DOT.

6. NYS Route 208 and US Route 6/NYS Route 17 WB on/off Ramp

   The US Route 6/NYS Route 17 WB on/off Ramp intersects NYS Route 208 opposite the Monroe Professional Building at a signalized intersection. The NYS Route 208 southbound approach consists of one lane for left, through and right turn movements and the northbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The US Route 6/NYS Route 17 WB on/off Ramp consists of one two lanes in the form of a shared left/through lane and a separate right turn lane. Under current conditions, on NYS Route 208 southbound, through vehicles currently use the shoulder to bypass vehicles that are stopped to make a left turn onto the ramp. These types improvements would include signal timing changes, provision of new separate left turn lanes on Route 208 and/or widening on the Office Driveway approach within the existing right-of-way and Route 17 off-ramp. It is proposed to mitigate any impact from the Project by agreeing to contribute a fair share of the costs of these improvements should they be pursued by New York State DOT.

   Also shown on the Level of Service Summary Tables, if two lanes exiting the existing office building were provided in conjunction with the expansion of the Monroe Professional Square, to provide more green time to NYS Route 208, the operation of this intersection would be improved.

7. NYS Route 208 and Peddler Hill Road

   Peddle Hill Road and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

   As previously noted, for unsignalized intersections, it is not uncommon for the side road (Peddler Hill Road) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service.

It should be noted installation of a traffic signal at the Mountain Road and Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Peddler Hill Road. Additionally, the establishment of a public park and ride facility within the project, the rapidly evolving and lower-traffic generating demographic character and of the recently established Blooming Grove shuttle, which between South Blooming Grove and the Village of Kiryas Joel can all be expected to lower Route 208 traffic volumes

Under future conditions, this intersection was also analyzed with potential signalization and related improvements. This intersection should be monitored for signalization under future conditions regardless of Clovewood.

Given these various analyses, mitigation of the traffic impacts of the Project in the form of continued monitoring to determine the need for signalization.

8. NYS Route 208 Stonegate Drive

Stonegate Drive and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Stonegate Drive) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Stonegate Drive has low exiting left turn volumes (5 to 13 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

The installation of a traffic signal at the Mountain Road and Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Stonegate Drive. The proposed public park and ride facility within the project, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project can all be expected to lower Route 208 traffic and create more gaps in the traffic stream.

Given these various analyses, mitigation of the traffic impacts of the Project in the form of continued monitoring to determine the need for signalization.

9. NYS Route 208 and Museum Village Road South.

   Museum Village Road South and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

   Under future conditions, this intersection was also analyzed with potential signalization and related improvements. This intersection should be monitored for signalization under future conditions regardless of the Clovewood Project.

   As identified in the Level of Service Summary Tables, certain improvements may be needed to improve the overall operation of this intersection in the future even without the Project as a result of expected background traffic growth in the area. Signalization has, therefore, been analyzed for this intersection.

   The installation of a traffic signal at the Mountain Road and Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Museum Village Road. The proposed public park and ride facility within the project, the evolving lower-traffic generating demographic character and proposed extension of shuttle service to the Project can all be expected to lower Route 208 traffic and create more gaps in the traffic stream.

   Given these various analyses, mitigation of the traffic impacts of the Project in the form of continued monitoring to determine the need for signalization.

10. NYS Route 208 and Fairway Drive

    Fairway Drive and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

    As previously noted, for unsignalized intersections, it is not uncommon for the side road (Fairway Drive) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Fairway Drive has low exiting left turn volumes (less than 5 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

11. NYS Route 208 and Duelk Avenue

    Duelk Avenue intersects NYS Route 208 at a signalized intersection. There is a painted crosswalk across NYS Route 208 on the south side of this intersection with pedestrian landing areas on either side of the road. The NYS Route 208 northbound and southbound approaches each consists of one lane for left, through and right turn movements. The Duelk Avenue westbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. Traffic signal timing changes were also considered at this location under future conditions.

    Also shown on the Level of Service Summary Tables, in addition to traffic signal timing changes, additional turning lanes on NYS Route 208 should be considered to further improve the operation of this intersection regardless of the Clovewood Project.

12. NYS Route 208 and Lake Shore Drive

    Lake Shore Drive and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

    As previously noted, for unsignalized intersections, it is not uncommon for the side road (Lake Shore Drive) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Lake Shore Drive has low exiting left turn volumes (10 to 15 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

    However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Lake Shore Drive.

13. NYS Route 208 Captain Carpenter Road

    Captain Carpenter Road and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Captain Carpenter Road) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Captain Carpenter Road has low exiting left turn volumes (10 to 13 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Captain Carpenter Road.

14. NYS Route 208 and Red Bird Drive

Red Bird Drive and NYS Route 208 intersect at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Red Bird Drive) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Red Bird Drive has low exiting left turn volumes (less than 5 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Red Bird Drive.

15. NYS Route 208 and Mangin Road

Mangin Road and NYS Route 208 intersects at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Mangin Road) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Mangin Road has low exiting left turn volumes (10 to 17 vehicles per hour during peak periods), it is unlikely that a traffic

signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Mangin Road.

16. NYS Route 208 and Merriewold Lane

Merriewold Lane and NYS Route 208 intersects at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Merriewold Lane) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Merriewold Lane has low exiting left turn volumes (13 to 37 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Merriewold Lane.

17. NYS Route 208 and Shannon Lane

Shannon Lane and NYS Route 208 intersects at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Shannon Lane) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Shannon Lane has low exiting left turn volumes (less than 5 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at Clove Road and NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Shannon Lane.

18. NYS Route 208 and Blooming Grove Plaza/Sunoco Driveways

Blooming Grove Plaza/Sunoco Driveways and NYS Route 208 intersects at an unsignalized "T" intersection. Each of the approaches to the intersection consists of one lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Blooming Grove Plaza/Sunoco Driveways) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Blooming Grove Plaza/Sunoco Driveways have low exiting left turn volumes (13 to 29 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

However, it should also be noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will improve the ability to enter and exit Blooming Grove Plaza/Sunoco Driveways.

The results of analysis for the Sunoco southerly driveway are summarized in the Level of Service Summary Tables (as Intersection 25).

19. NYS Route 208 and Orange & Rockland Utilities Way

Orange & Rockland Utilities and NYS Route 208 intersect at an unsignalized "T" intersection. The NYS Route 208 southbound approach consists of two lanes in the form of a separate left turn lane and a separate through lane and the northbound approach consists of two lanes in the form of a separate through lane and a separate right turn lane. The intersection is "Stop" sign controlled.

As previously noted, for unsignalized intersections, it is not uncommon for the side road (Orange & Rockland Utilities Way) to operate with delays while the major road (NYS Route 208) operates at better Levels of Service. Since Orange & Rockland Utilities Way has low exiting left turn volumes (5 to 23 vehicles per hour during peak

periods), it is unlikely that a traffic signal would be warranted. However, as shown on the Level of Service Summary Tables, if this intersection was signalized, the Levels of Service for the low volume minor approach would be improved.

20/21. Clove Road and Proposed Site Access Road

The site will be accessed via an unsignalized "T" intersection with Clove Road located to the northeast of NYS Route 208. Clove Road currently has one lane in each direction in this area and the sight distances for the driveway are identified on the site plan. The access road exit approaches will consist of one lane and should be controlled by a "Stop" sign.

22. NYS Route 208 and Proposed South Site Access Roadway

The primary site access will be via a new roadway connection to NYS Route 208 south of the Blooming Grove Plaza. NYS Route 208 currently has one lane in each direction. Accommodating future site access will require the construction of a separate right turn lane on the northbound approach and a separate left turn lane on the southbound approach. The site access roadway should be constructed to consist of a separate left and right turn lane.

Based on the future traffic volumes and analysis results, this intersection should be signalized after approximately 150 lots are completed and occupied. The presence of the traffic signal at the proposed access will provide additional gaps in the traffic stream, which will tend to improve the ability to enter and exit other unsignalized driveways especially those located north of the site access.

In addition, as discussed in Section III.H.9, an evaluation of a potential roundabout was conducted as an alternative to signalization and other geometric improvements. The analysis indicates that the construction of a roundabout at this location appears to be a viable alternate to traffic signalization and either improvement could be constructed to provide adequate Level of Service. This will be determined by NYSDOT as part of the Highway Work Permit process.

23. Clove Road and Orchard Lake Drive/WM Corrie Drive

The intersection is "Stop" sign controlled. Orchard Lake Drive and WM Corrie Drive intersect with Clove Road at an unsignalized, full movement intersection. All of the approaches to the intersection consist of one lane. The intersection is "Stop" sign controlled.

24. NYS Route 94 and NYS Route 208

NYS Route 208 and NYS Route 94 intersect at a signalized intersection. The NYS Route 208 northbound and southbound approaches each consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane. The NYS Route 94 eastbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane and the NYS Route 94 westbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a separate right turn lane. Although it is not anticipated that a significant amount of the project traffic will travel through the intersection of NYS Route 94 and NYS Route 208, traffic data was compiled to address this location in response to the NYSDOT request. Traffic signal timing changes were also considered at this location under future conditions.

G. ACCIDENT EVALUATION

(Tables No. 1-F, 2-F and 3-F – Appendix F)

All available accident data for the surrounding roadways for the latest three years was obtained from the New York State Department of Transportation and a detailed summary on Tables No. 1-F and 2-F for the study area network by location, date, time and included traffic control, accident class, number of vehicles/injuries, light conditions, road conditions, weather, manner of collision and apparent contributing factors are shown on Tables No. 1-F and 2-F. Accident rates were also calculated for both the NYS Route 208 and Clove Road corridor and are summarized in Table No 3-F. The Tables are contained in Appendix F.

A review of the accident summaries indicates typical type of accidents, which include rear-end and left turn accidents with apparent contributing factors such as failure to yield right-of-way, following too closely and driver inattention. It should be noted that the improvements proposed by the Applicant and other recommended improvements (required regardless of the Clovewood development) would help address some of these existing problem locations.

Based upon a review of the accident data, collision diagrams were prepared for the following intersections where a high number of accidents were observed: NYS Route 208/Clove Road, NYS Route 208/Mountain Road, NYS Route 208/Duelk Avenue and NYS Route 208/NYS Route 17 Westbound/Eastbound Ramps. A copy of these diagrams is also contained in Appendix F.

H. OTHER TRAFFIC CONSIDERATIONS

Various other traffic and transportation related issues were also reviewed and are summarized below.

1. Road A

   Consistent with Village Zoning Code, the site plan shows a proposed connection to Arlington Drive, which is located to the south of the Clovewood property. This connection, part of Road A, will accommodate pedestrian, bicycle and some vehicular traffic activity between both residential areas, which is consistent with Southeastern Orange County Traffic and Land Use Study recommendations and would provide an emergency access to both residential areas. Road A would also provide an additional option for reducing traffic along NYS Route 208 and Mountain Road for traffic destined to/from both residential communities.

2. Evaluation of NYS Route 208 Intersections South of Clove Road

   A review of the Level of Service Summary Tables for the intersections on NYS Route 208 south of the site indicates that under existing conditions, several key intersections along the corridor are hampered by the lack of separate left turn lanes on NYS Route 208, which impedes the efficiency of flow especially for the significant through traffic on the corridor. It should be noted while NYS Route 208 in this area has an average daily traffic (ADT) of approximately 9,000 vehicles per day, other similar state highways such as portions of NYS Route 55 and NYS Route 17K, where these separate turn lanes have been provided, currently process significantly higher daily traffic volumes ranging from 13,000 to 15,000 vehicles per day.

   It should be further noted that the installation of a traffic signal at the proposed site access with NYS Route 208 will provide additional gaps in the traffic stream which will tend to improve the ability to enter and exit other unsignalized intersections such as The Blooming Grove Plaza/Sunoco Driveway, Shannon Lane, Merriewold Lane, Mangin Road, Red Bird Drive, Captain Carpenter Road, and Lake Shore Drive.

3. Consideration of Zoning Code Provisions for Accessory Apartments

   (Tables No. 1G - SGTV and 1G through 5G - Appendix G)

   The Village Code allows for the provision of an accessory apartment on a single-family lot, subject to Village discretion and several restrictions that limit occupancy (e.g. max of 3 persons, no larger than 750 s.f.). There are no current plans for this to

occur at the proposed Clovewood development and it could only occur with the discretionary approval of the Village. However, separate trip estimates and corresponding analyses were undertaken to assess potential traffic conditions if this did occur. These estimates were also based on ITE data for Land Use 221 – Low-Rise Apartments (with one or two levels). Table No 1G-SGTV (Appendix G) provides the Hourly Trip Generation Rates and Anticipated Site Generated Traffic Volumes for each of the peak hours.

A summary of the potential anticipated site generated traffic volumes for a full 600 accessory units (highly unlikely) are also summarized below.

600 Accessory Apartments	Entry Volume	Exit Volume	Total Volume
Weekly Peak AM Hour	39	144	183
Weekly Peak PM Hour	179	96	275
Weekly Peak Friday Hour**	---	---	---
Peak Saturday Hour**	---	---	---
Peak Sunday Hour	103	91	194

**Based on ITE Land Use 221 – Low Rise Apartments with one or two levels*
*** Because the Project is expected to be occupied by Satmar Hasidic households, there would be no Friday evening or Saturday daytime traffic.*

Tables No 1G through 5G (Appendix G) summarize the results of the analyses with these additional trips for the surrounding intersections.

It should be noted as illustrated in Section III.B, the anticipated site generation would be even less utilizing Kiryas Joel rates.

4. Post Construction Monitoring Study

A post construction monitoring study consistent with NYSDOT Highway Work Permit requirements would be completed at the site access connections to identify actual trip generation by the project, which is expected to be less than considered in the analysis contained herein, as previously discussed in Section III.B of this report. This study would be completed by the Applicant and used to identify conditions after the completion of 300 lots of development so that actual versus projected traffic can be identified. This would allow for adjustments to be made such as additional traffic signals (if warranted), adjustment to signal timings/phasing or other minor

improvement adjustments if necessary at the project entrance or at other off-site intersections.

5. Consideration of Other Available Lands
   There are an additional 22 acres of property that are not planned to be developed, which have the capability of accommodating commercial development. If these were ever developed, it could potentially provide commercial facilities to complement and support the Clovewood residential development. Such development would tend to reduce the external trip generation for the site, given residents would not have to leave the overall site and could complete much of their shopping on site. The effect of this would be positive in terms of traffic reductions but should also be considered in the Post Construction Monitoring Study if necessary.

6. Pedestrian and Bicycle Accommodations
   The site plan is being designed to accommodate pedestrian and bicycle movements. Also, at the signal connection of the site access with NYS Route 208, sidewalks and crosswalks will be provided in compliance with current NYSDOT criteria. (See also Section II.C – Description of Existing Public Transportation and Pedestrian/Bicycle Activity.)

7. Short Term Construction Impacts
   Construction activities will typically be performed between 8:00 AM and 5:00 PM, Monday through Friday. Based on the progress of the week, it may be necessary to perform some weekend work, but all work would be completed in conformance with the Village of South Blooming Grove code requirements. Manpower and the number of construction vehicle traffic will vary through the course of the work. A Construction Phasing and Construction Management Plan will be developed as part of the final site plan approvals.

   As part of the Construction Phasing and Construction Management Plan, any short-term or temporary mitigation strategies, including the use of potential flagmen, signing, etc., will be coordinated with the NYSDOT as part of the Highway Work Permit.

8. Provision of Improvements to Increase Public Transit Access and Utilization
   As identified in Section II.C of this report, current park and ride facilities in the area including the major facilities located in Monroe, on the south side of NYS Route 17 east of Museum Village Road as well as those on NYS Route 32 in the Villages of

Harriman and Woodbury, are at capacity during peak weekdays. Also, there is an express bus operated by Short Line, which travels along Route 208 and has a stop at Route 208 and Clove Road. Based on recent census data, between 5% to 6.5% of the working population in the Village of South Blooming Grove and the Village of Washingtonville utilize public transportation for travel to and from work.

As part of the site plan development, two areas have been set aside for proposed park and ride facilities. An area near the proposed access connection to NYS Route 208 for general public use and an area within the site for Clovewood residents themselves. These two areas could accommodate upward of 300 parking spaces each. This facility would be available to complement and expand express bus service along the Route 208 corridor. The provision of such a facility would allow intercepting vehicles which currently drive to the Monroe Park and Ride facility and travel along Route 208. These vehicles would now be able to stop at this location, park and board the bus service from this area and not have to drive further south on Route 208. This would reduce the number of passenger cars traveling along Route 208 and would allow more bus transit trips. This is consistent with County and regional planning recommendations to provide needed Park and Ride facilities and to reduce overall automobile trips.

The Applicant will work with the NYSDOT, Orange County, the Village of South Blooming Grove and the operators of the area bus services to coordinate the implementation of these services. This will help reduce overall automobile trips in the area and also help further reduce the number of trips generated by the site.

9. Evaluation of Potential Roundabouts versus New Signalized Intersections

As per NYSDOT criteria for locations where the potential installation of a traffic signal is proposed as an improvement, such as at the site access connection to NYS Route 208 or at the Route 208 and Mountain Road intersection, a separate evaluation was completed considering the potential construction of a roundabout. The results of the analyses for these locations with the alternate roundabout improvement instead of signalization are summarized in the Level of Service Table. The analyses indicate that the construction of roundabouts at these locations appear to be viable alternates to traffic signalization and either could be constructed. The determination on this will be finalized with the NYSDOT as part of the Highway Work Permit process. A roundabout evaluation in contained in Appendix J.

10. Evaluation of Two-Lane Highway Analysis (Arterial Analysis)

    As outlined in the Scoping Document, arterial analysis (two-lane highway analysis) were performed for lengthy segments between intersections using the HCM 2010 procedures. Based on HCM methodology, two-lane highway analyses (arterial analyses) are conducted for uninterrupted flow where there are no traffic control devices that interrupt traffic and where no platoons are formed by upstream signals (or roundabout) that are 2 to 3 miles from the nearest signal (or roundabout).

    Based on the above, two-lane highway analyses were conducted north of Clove Road (C.R. 27) and south of Clove Road (C.R. 27) for 2016 existing, 2030 No-Build, 2030 Build and 2030 Combined Build Conditions. The resulting Levels of Service, volume-to-capacity (v/c) ratio and Average Travel Speed (ATS) are summarized on Tables 1K-5K for Community Scenario 1 and Tables 1K-S – 5K-S for Community Scenario 2 in Appendix K of this report. Copies of the two-lane analysis are also contained in Appendix K.

11. Proposed Roadway Layout Review

    The site plan was reviewed relative to the proposed access connection and internal roadway layout. The provision of multiple access points will provide adequate emergency access to the project. The connection to Arlington Drive will also provide improved emergency access to that existing residential area.

IV. ALTERNATIVE BUILD CONDITION

As per the Scoping Document, two demographic scenarios are considered in the future With Action (or Build) condition:

1. **Community Scenario 1**: Development occupied by Satmar Hasidic community.
2. **Community Scenario 2**: Development occupied by a community with demographics similar to the existing conditions in the Village of South Blooming Grove

As a result of these two community scenarios and the three build alternatives, a total of six scenarios must be evaluated as part of the Build Condition with appropriate mitigation strategies recommended to address potential transportation impacts. These include the following.

Proposed Project – Community Scenario 1 - 600 Units With Accessory Apartments
See Appendix H for further details.

Base Lot Count Alternative
Community Scenario 1 - 340 Units With Accessory Apartments

Base Lot Count Alternative – Community Scenario 1 Trip Generation Summary

Source	Housing Units	Time Period	In	Out	Total Trips
ITE Land Use Code 221[1]	340 Homes plus	AM Peak Hour	56	209	265
	340 Accessory	PM Peak Hour	237	128	365
Low-Rise Apartment	Apartments	Sunday Peak	156	138	294

[1]*Based on ITE Rates for Land Use 221 – Low Rise Apartments*

Low Density Alternative
Community Scenario 1 - 70 Units With Accessory Apartments

Low Density Alternative – Community Scenario 1 Trip Generation Summary

Source	Housing Units	Time Period	In	Out	Total Trips
ITE Land Use Code 221[1]	70 Homes plus	AM Peak Hour	15	57	72
	70 Accessory	PM Peak Hour	59	32	91
Low-Rise Apartment	Apartments	Sunday Peak	45	40	85

[1]*Based on ITE Rates for Land Use 221 – Low Rise Apartments*

Proposed Project – Community Scenario 2 - 600 Units With Accessory Apartments
See Appendix H for further details.

Base Lot Count Alternative
Community Scenario 2 - 340 Units With Accessory Apartments

Base Lot Count Alternative – Community Scenario 2 Trip Generation Summary

Source	Housing Units	Time Period	In	Out	Total Trips
ITE Land Use Code 210[2]	340 Homes	AM Peak Hour	62	186	248
		PM Peak Hour	199	117	316
Single Family Detached Housing		Saturday Peak	169	145	314
		Sunday Peak	145	129	274
ITE Land Use Code 221[3]	340 Accessory Units	AM Peak Hour	31	118	149
		PM Peak Hour	129	69	198
Apartment		Saturday Peak	97	83	180
		Sunday Peak	90	80	170
TOTAL TRIPS BY TIME PERIOD		AM Peak Hour	93	304	397
		PM Peak Hour	328	186	514
		Saturday Peak	266	228	494
		Sunday Peak	235	209	444

[2]Based on ITE Rates for Land Use 210 – Single Family Homes
[3]Based on ITE Rates for Land Use 221 – Low Rise Apartments

Low Density Alternative
Community Scenario 2 - 70 Units With Accessory Apartments

Low Density Alternative – Community Scenario 2 Trip Generation Summary

Source	Housing Units	Time Period	In	Out	Total Trips
ITE Land Use Code 210[2]	70 Homes	AM Peak Hour	15	44	59
		PM Peak Hour	48	28	76
Single Family Detached Housing		Saturday Peak	40	33	73
		Sunday Peak	35	30	65
ITE Land Use Code 221[3]	70 Accessory Units	AM Peak Hour	9	32	41
		PM Peak Hour	32	17	49
Low-Rise Apartment		Saturday Peak	27	23	50
		Sunday Peak	26	23	49
TOTAL TRIPS BY TIME PERIOD		AM Peak Hour	24	76	100
		PM Peak Hour	80	45	125
		Saturday Peak	67	56	123
		Sunday Peak	61	53	114

[2]Based on ITE Rates for Land Use 210 – Single Family Homes
[3]Based on ITE Rates for Land Use 221 – Low Rise Apartments

The Traffic Impact Study evaluated in detail the Project under Community Scenario 1 for both a 600 single family home scenario as well as the 600 single family home with a potential maximum of 600 accessory apartments scenario taking into consideration the type of community proposed (Satmar Hasidic). The Traffic Impact Study also evaluated the Projects as a conventional residential development (non-Satmar Hasidic - Community Scenario 2) as a Sensitivity Analysis. (Appendix H).

The Community Scenario 1 Base Lot Alternative (340 single family Homes and 340 single family homes with 340 accessory apartments scenario) were also analyzed in detail. (Appendix L). The Community Scenario 2 Base Lot Alternative was not analyzed in detail since the 340 single family Homes scenario would generate similar trips to Community Scenario 1 for the 600 Home scenario and the 340 single family homes with 340 accessory apartments scenario would generate similar trips to Community Scenario 1 for the 600 Home with 600 accessory apartments scenario.

As shown on the above table, the Community Scenario 1 Low Density Alternative (70 single family home with the 70 accessory apartments) would generate less than 100 trip during each of the peak hours and the Community Scenario 2 Low Density Alternative (70 single family home with the 70 accessory apartments) would generate less than 125 trip during each of the peak hours and were not analyzed in detail.

V. SUMMARY AND CONCLUSION

As summarized above, several intersections in the study area will require improvements regardless of the Clovewood development.

The completion of the access related intersection improvements including separate left and right turn lanes on NYS Route 208 and traffic signalization or potential roundabout of the site access intersection with NYS Route 208 will ensure the traffic generated by Clovewood Development can be accommodated on the roadway system in the vicinity of the site. These improvements will be determined by the New York State Department of Transportation (NYSDOT) as part of the Highway Work Permit process. Also, the site access connection to Clove Road will require an access permit from the Orange County Department of Public Works.

In addition, the establishment of a public park and ride facility within the project, the rapidly evolving and lower-traffic generating demographic character and the proposed extension of the recently established Blooming Grove shuttle service to the Project can all be expected to lower Route 208 traffic volumes

Appendices A through L of the Traffic Impact Study consisting of 6,498 pages and J-3 consisting of 541 pages are included on the CD below

CLOVEWOOD

Draft Environmental Impact Statement

J-2
Additional Data Requested by the Village

P.O. Box 2020, Monroe New York 10949
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ATTACHMENT 1

ROUTE 208 & MERRIEWOLD DRIVE

SENSITIVITY ANALYSIS

TABLE NO. AD-1

LEVEL OF SERVICE SUMMARY TABLE

COMPARISON BETWEEN ORIGINAL AND UPDATED SITE PLAN (WITH DRIVEWAY CONNECTION TO ARLINGTON DRIVE)

	LOCATION		WEEKDAY PEAK PM HOUR					
			BUILD (FROM TIS)			BUILD W/ ARLINGTON CONNECTION		
			LOS	DELAY	V/C	LOS	DELAY	V/C
22	NYS ROUTE 208 & SITE ACCESS DRIVEWAY							
	SIGNALIZED							
	SITE ACCESS DRIVEWAY	WB L	C	23.1	0.37	C	22.9	0.34
		WB R	C	25.6	0.72	C	25.6	0.72
		WB APPROACH	**C**	**24.7**	----	**C**	**24.7**	----
	NYS ROUTE 208	NB T	B	17.5	0.92	B	17.4	0.92
		NB R	A	2.6	0.14	A	2.6	0.12
		NB APPROACH	**B**	**15.4**	----	**B**	**15.5**	----
	NYS ROUTE 208	SB L	B	11.8	0.10	B	11.7	0.10
		SB T	A	4.5	0.52	A	4.5	0.52
		SB APPROACH	**A**	**4.7**	----	**A**	**4.7**	----
		OVERALL INTERSECTION	**B**	**13.0**	----	**B**	**13.0**	----
16	NYS ROUTE 208 & MERRIEWOLD LANE							
	UNSIGNALIZED							
	MERRIEWOLD LANE	SEB LTR	F	71.1	0.425	F	68.9	0.416
	MERRIEWOLD LANE	NWB LTR	F	89.0	0.395	F	110.3	0.546
	NYS ROUTE 208	NEB LTR	A	9.1	0.006	A	9.1	0.006
	NYS ROUTE 208	SWB LTR	B	11.3	0.058	B	11.3	0.058
	W/ SIGNALIZATION							
	MERRIEWOLD LANE	SEB LTR	C	23.7	0.18	C	23.8	0.17
		SEB APPROACH	**C**	**23.7**	----	**C**	**23.8**	----
	MERRIEWOLD LANE	NWB LTR	C	23.3	0.11	C	23.6	0.15
		NWB APPROACH	**C**	**23.3**	----	**C**	**23.6**	----
	NYS ROUTE 208	NEB LTR	A	6.2	0.82	A	6.2	0.82
		NEB APPROACH	**A**	**6.2**	----	**A**	**6.2**	----
	NYS ROUTE 208	SWB LTR	A	3.5	0.56	A	3.5	0.55
		SWB APPROACH	**A**	**3.5**	----	**A**	**3.5**	----
		OVERALL INTERSECTION	**A**	**5.8**	----	**A**	**5.8**	----

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS (SYNCHRO 10).

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	146	919	148	21	617
Future Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.129	
Satd. Flow (perm)	1770	1583	1845	1599	232	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155		157		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	155	978	157	22	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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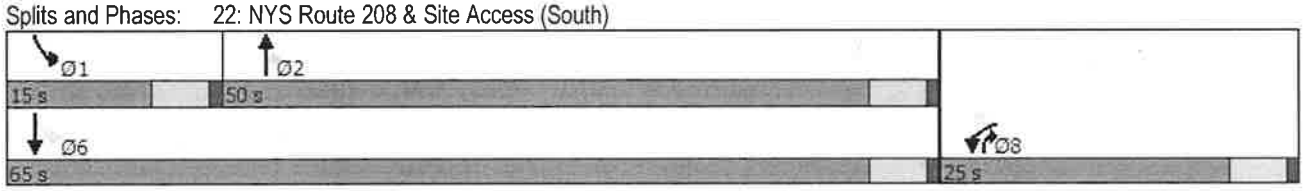
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	8.2	8.2	46.2	62.7	49.8	49.8
Actuated g/C Ratio	0.12	0.12	0.68	0.92	0.73	0.73
v/c Ratio	0.43	0.48	0.78	0.11	0.08	0.50
Control Delay	35.0	10.9	16.2	0.5	3.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	10.9	16.2	0.5	3.5	5.7
LOS	D	B	B	A	A	A
Approach Delay	19.8		14.1			5.6
Approach LOS	B		B			A
Queue Length 50th (ft)	33	0	169	0	2	84
Queue Length 95th (ft)	82	49	#681	8	8	186
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	525	578	1252	1552	389	1611
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.78	0.10	0.06	0.41

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	146	919	148	21	617
Future Volume (veh/h)	86	146	919	148	21	617
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	91	155	978	157	22	656
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	243	217	1068	1144	221	1250
Arrive On Green	0.14	0.14	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	91	155	978	157	22	656
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	2.7	5.4	27.5	1.8	0.3	10.2
Cycle Q Clear(g_c), s	2.7	5.4	27.5	1.8	0.3	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	1068	1144	221	1250
V/C Ratio(X)	0.37	0.72	0.92	0.14	0.10	0.52
Avail Cap(c_a), veh/h	612	546	1432	1460	481	1873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	23.9	10.9	2.6	11.7	4.4
Incr Delay (d2), s/veh	0.4	1.7	6.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	15.8	1.2	0.2	5.0
LnGrp Delay(d),s/veh	23.1	25.6	17.5	2.6	11.8	4.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	246		1135			678
Approach Delay, s/veh	24.7		15.4			4.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.5	38.6				45.0		12.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	29.5				12.2		7.4
Green Ext Time (p_c), s	0.0	4.0				2.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.828			0.731			0.998			0.923	
Satd. Flow (perm)	0	1445	0	0	1361	0	0	1815	0	0	1668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			5			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.21			0.18			0.88			0.63	
Control Delay		23.9			34.0			15.2			6.7	
Queue Delay		0.0			0.0			0.7			0.0	
Total Delay		23.9			34.0			15.9			6.7	
Queue Length 50th (ft)		6			8			232			102	
Queue Length 95th (ft)		39			39			482			195	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		401			365			1727			1587	
Starvation Cap Reductn		0			0			259			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.07			0.78			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 65
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (veh/h)	18	0	18	21	1	3	5	1027	36	33	653	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1828	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	23	1	3	5	1104	39	35	702	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	147	12	58	214	14	13	69	1292	45	98	1217	29
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	616	154	769	1189	192	173	2	1752	62	37	1650	39
Grp Volume(v), veh/h	38	0	0	27	0	0	1148	0	0	754	0	0
Grp Sat Flow(s),veh/h/ln	1539	0	0	1554	0	0	1815	0	0	1726	0	0
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.7	0.0	0.0	24.0	0.0	0.0	10.0	0.0	0.0
Prop In Lane	0.50		0.50	0.85		0.11	0.00		0.03	0.05		0.02
Lane Grp Cap(c), veh/h	217	0	0	242	0	0	1406	0	0	1343	0	0
V/C Ratio(X)	0.18	0.00	0.00	0.11	0.00	0.00	0.82	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	554	0	0	566	0	0	2581	0	0	2384	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	23.1	0.0	0.0	5.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.4	0.0	0.0	12.0	0.0	0.0	5.0	0.0	0.0
LnGrp Delay(d),s/veh	23.7	0.0	0.0	23.3	0.0	0.0	6.2	0.0	0.0	3.5	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			27			1148			754	
Approach Delay, s/veh		23.7			23.3			6.2			3.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		44.3		9.0		44.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		2.7		26.0		3.2		12.0
Green Ext Time (p_c), s		0.0		13.3		0.1		6.5

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	0	18	30	1	3	5	1012	51	33	644	16
Future Volume (vph)	18	0	18	30	1	3	5	1012	51	33	644	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.989			0.994			0.997	
Flt Protected		0.976			0.957						0.998	
Satd. Flow (prot)	0	1703	0	0	1789	0	0	1818	0	0	1804	0
Flt Permitted		0.976			0.957						0.998	
Satd. Flow (perm)	0	1703	0	0	1789	0	0	1818	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	32	1	3	5	1088	55	35	692	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	36	0	0	1148	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15

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Intersection	
Int Delay, s/veh	3.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	18	30	1	3	5	1012	51	33	644	16
Future Vol, veh/h	18	0	18	30	1	3	5	1012	51	33	644	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	32	1	3	5	1088	55	35	692	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1899	1924	701	1906	1905	1116	709	0	0	1143	0	0
Stage 1	771	771	-	1126	1126	-	-	-	-	-	-	-
Stage 2	1128	1153	-	780	779	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	58	74	447	71	94	277	890	-	-	611	-	-
Stage 1	410	428	-	300	338	-	-	-	-	-	-	-
Stage 2	264	290	-	442	463	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	66	447	62	84	277	890	-	-	611	-	-
Mov Cap-2 Maneuver	52	66	-	62	84	-	-	-	-	-	-	-
Stage 1	403	387	-	295	333	-	-	-	-	-	-	-
Stage 2	256	285	-	383	419	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	68.9	110.3	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	890	-	-	67	93	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.546	0.416	0.058	-	-
HCM Control Delay (s)	9.1	0	-	110.3	68.9	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.3	1.7	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	146	919	133	21	617
Future Volume (vph)	77	146	919	133	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.133	
Satd. Flow (perm)	1770	1583	1845	1599	239	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155		141		
Link Speed (mph)	30		45			45
Link Distance (ft)	307		373			301
Travel Time (s)	7.0		5.7			4.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	82	155	978	141	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	155	978	141	22	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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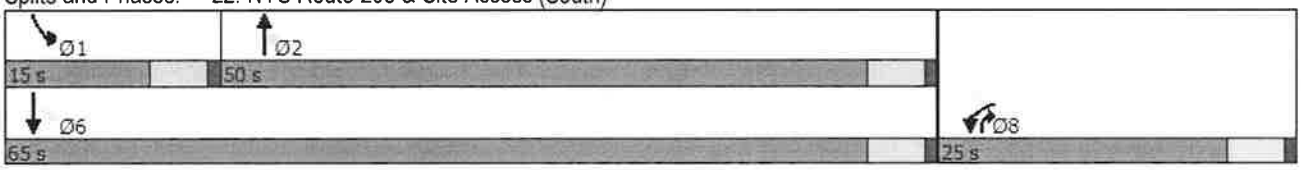
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.0	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	7.8	7.8	46.7	62.8	50.4	50.4
Actuated g/C Ratio	0.11	0.11	0.68	0.92	0.74	0.74
v/c Ratio	0.40	0.49	0.78	0.10	0.08	0.49
Control Delay	34.7	11.3	15.8	0.5	3.4	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	11.3	15.8	0.5	3.4	5.5
LOS	C	B	B	A	A	A
Approach Delay	19.4		13.8			5.4
Approach LOS	B		B			A
Queue Length 50th (ft)	29	0	164	0	2	81
Queue Length 95th (ft)	75	49	#673	7	8	180
Internal Link Dist (ft)	227		293			221
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	522	576	1261	1555	393	1604
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.27	0.78	0.09	0.06	0.41

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	77	146	919	133	21	617
Future Volume (veh/h)	77	146	919	133	21	617
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	82	155	978	141	22	656
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	242	216	1067	1143	222	1250
Arrive On Green	0.14	0.14	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	82	155	978	141	22	656
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	2.4	5.4	27.5	1.6	0.3	10.2
Cycle Q Clear(g_c), s	2.4	5.4	27.5	1.6	0.3	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	242	216	1067	1143	222	1250
V/C Ratio(X)	0.34	0.72	0.92	0.12	0.10	0.52
Avail Cap(c_a), veh/h	614	548	1437	1463	483	1879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	23.9	10.9	2.6	11.7	4.3
Incr Delay (d2), s/veh	0.3	1.7	6.5	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.5	15.5	1.0	0.2	5.0
LnGrp Delay(d),s/veh	22.9	25.6	17.4	2.6	11.7	4.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	237		1119			678
Approach Delay, s/veh	24.7		15.5			4.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.5	38.4				44.9		12.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	29.5				12.2		7.4
Green Ext Time (p_c), s	0.0	4.0				2.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	0	18	30	1	3	5	1012	51	33	644	16
Future Volume (vph)	18	0	18	30	1	3	5	1012	51	33	644	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.989			0.994			0.997	
Flt Protected		0.976			0.957						0.998	
Satd. Flow (prot)	0	1703	0	0	1789	0	0	1818	0	0	1804	0
Flt Permitted		0.823			0.722			0.998			0.922	
Satd. Flow (perm)	0	1436	0	0	1350	0	0	1814	0	0	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			3			7			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	32	1	3	5	1088	55	35	692	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	36	0	0	1148	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	

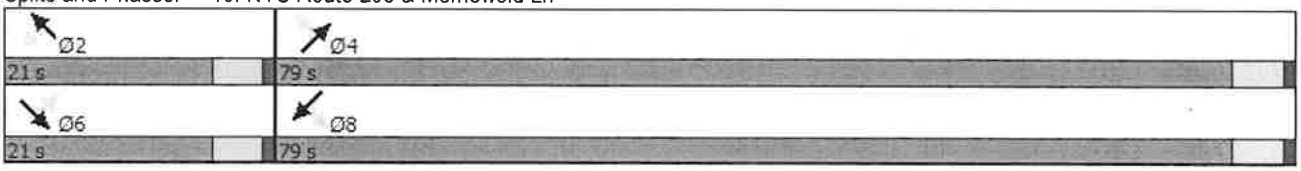
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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		79.0	79.0		79.0	79.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		79.0%	79.0%		79.0%	79.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		74.0	74.0		74.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.20			0.23			0.88			0.62	
Control Delay		23.7			35.1			15.8			6.9	
Queue Delay		0.0			0.0			0.8			0.0	
Total Delay		23.7			35.1			16.5			6.9	
Queue Length 50th (ft)		6			12			242			104	
Queue Length 95th (ft)		39			49			518			206	
Internal Link Dist (ft)		257			696			270			344	
Turn Bay Length (ft)												
Base Capacity (vph)		393			357			1711			1572	
Starvation Cap Reductn		0			0			261			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.10			0.79			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 66.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 16: NYS Route 208 & Merriewold Ln



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Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	0	18	30	1	3	5	1012	51	33	644	16
Future Volume (veh/h)	18	0	18	30	1	3	5	1012	51	33	644	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1910	1872	1910	1928	1891	1928	1900	1829	1900	1900	1813	1900
Adj Flow Rate, veh/h	19	0	19	32	1	3	5	1088	55	35	692	17
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	148	11	58	222	11	10	69	1272	64	98	1216	29
Arrive On Green	0.07	0.00	0.07	0.07	0.07	0.07	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	627	153	780	1268	145	128	2	1723	87	37	1648	39
Grp Volume(v), veh/h	38	0	0	36	0	0	1148	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1560	0	0	1542	0	0	1811	0	0	1725	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	1.0	0.0	0.0	24.2	0.0	0.0	9.8	0.0	0.0
Prop In Lane	0.50		0.50	0.89		0.08	0.00		0.05	0.05		0.02
Lane Grp Cap(c), veh/h	218	0	0	243	0	0	1404	0	0	1344	0	0
V/C Ratio(X)	0.17	0.00	0.00	0.15	0.00	0.00	0.82	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	554	0	0	564	0	0	2568	0	0	2375	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	23.3	0.0	0.0	5.0	0.0	0.0	3.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.5	0.0	0.0	12.0	0.0	0.0	4.9	0.0	0.0
LnGrp Delay(d),s/veh	23.8	0.0	0.0	23.6	0.0	0.0	6.2	0.0	0.0	3.5	0.0	0.0
LnGrp LOS	C			C			A			A		
Approach Vol, veh/h		38			36			1148			744	
Approach Delay, s/veh		23.8			23.6			6.2			3.5	
Approach LOS		C			C			A			A	

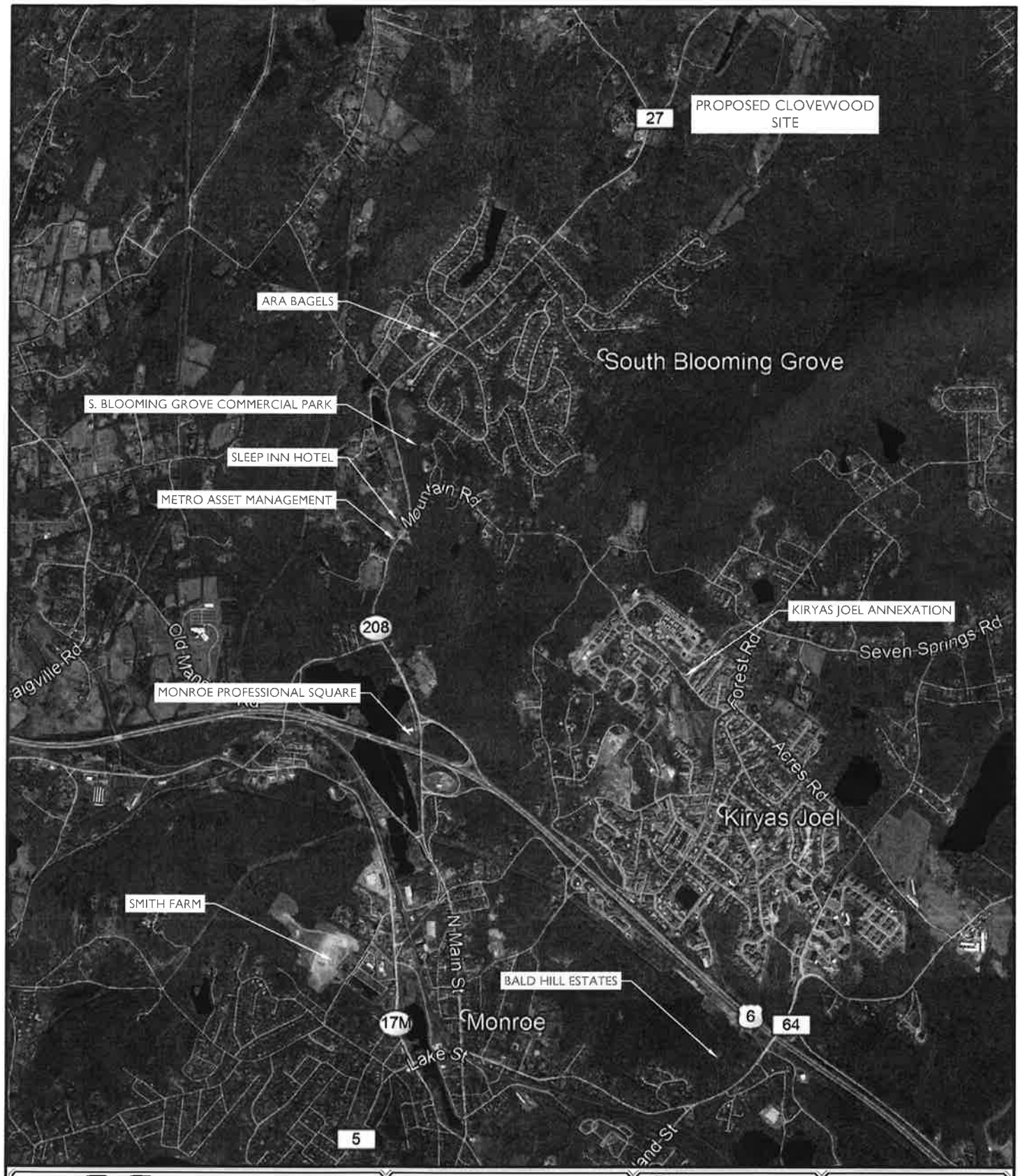
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		44.5		9.0		44.5
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		16.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		3.0		26.2		3.1		11.8
Green Ext Time (p_c), s		0.1		13.3		0.1		6.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

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ATTACHMENT 2

ADDITIONAL DETAILS FOR
OTHER DEVELOPMENT TRAFFIC



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SITE IDENTIFICATION
FOR
CLOVEWOOD

VILLAGE OF
S. BLOOMING GROVE &
TOWN OF MONROE
ORANGE COUNTY
NEW YORK

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OTHER DEVLOPMENTS

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	1/18/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 130014178

PROJECT TITLE: CLOVEWOOD DEVELOPMENT

SHEET TITLE: OTHER DEVELOPMENT IDENTIFICATION

SHEET NUMBER: 1 OF 1

TABLE NO. 1 ODT

TOTAL OTHER DEVELOPMENT TRIP GENERATIONS

OTHER DEVELOPMENT TRIP GENERATION															
PROJECT	AM			PM			FRIDAY AFTERNOON			SAT			SUN		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
SMITH FARM	25	76	101	84	49	133	84	49	133	67	57	124	61	54	115
SLEEP INN	26	18	44	25	24	49	25	24	49	33	27	60	13	15	28
S. BLOOMING GROVE OFFICE PARK	72	24	96	29	58	87	29	58	87	25	21	46	21	20	41
MONROE PROFESSIONAL	68	18	86	54	93	147	54	93	147	74	69	143	74	69	143
BALD HILL ESTATES	27	80	107	88	52	140	88	52	140	71	61	132	64	57	121
METRO ASSET MANAGEMENT	11	1	12	1	11	12	1	11	12	1	1	2	1	1	2
KIRYAS JOEL ANNEXATION	189	713	902	739	398	1137	739	398	1137	0	0	0	582	516	1098
ARA BAGELS *	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

* EXISTING

TABLE NO. 2 ODT

TRIP GENERATIONS PAST CLOVEWOOD SITE DRIVEWAY (NYS ROUTE 208)

OTHER DEVELOPMENT TRIP GENERATION					
PROJECT	AM	PM	FRIDAY AFTERNOON	SAT	SUN
SMITH FARM	5	7	7	8	6
SLEEP INN	12	13	13	8	5
S. BLOOMING GROVE OFFICE PARK	38	35	35	22	20
MONROE PROFESSIONAL	27	45	45	46	46
BALD HILL ESTATES	0	0	0	0	0
METRO ASSET MANAGEMENT	2	2	2	1	1
KIRYAS JOEL ANNEXATION	80	124	124	0	119
ARA BAGELS *	0	0	0	0	0

* EXISTING

TABLE 1

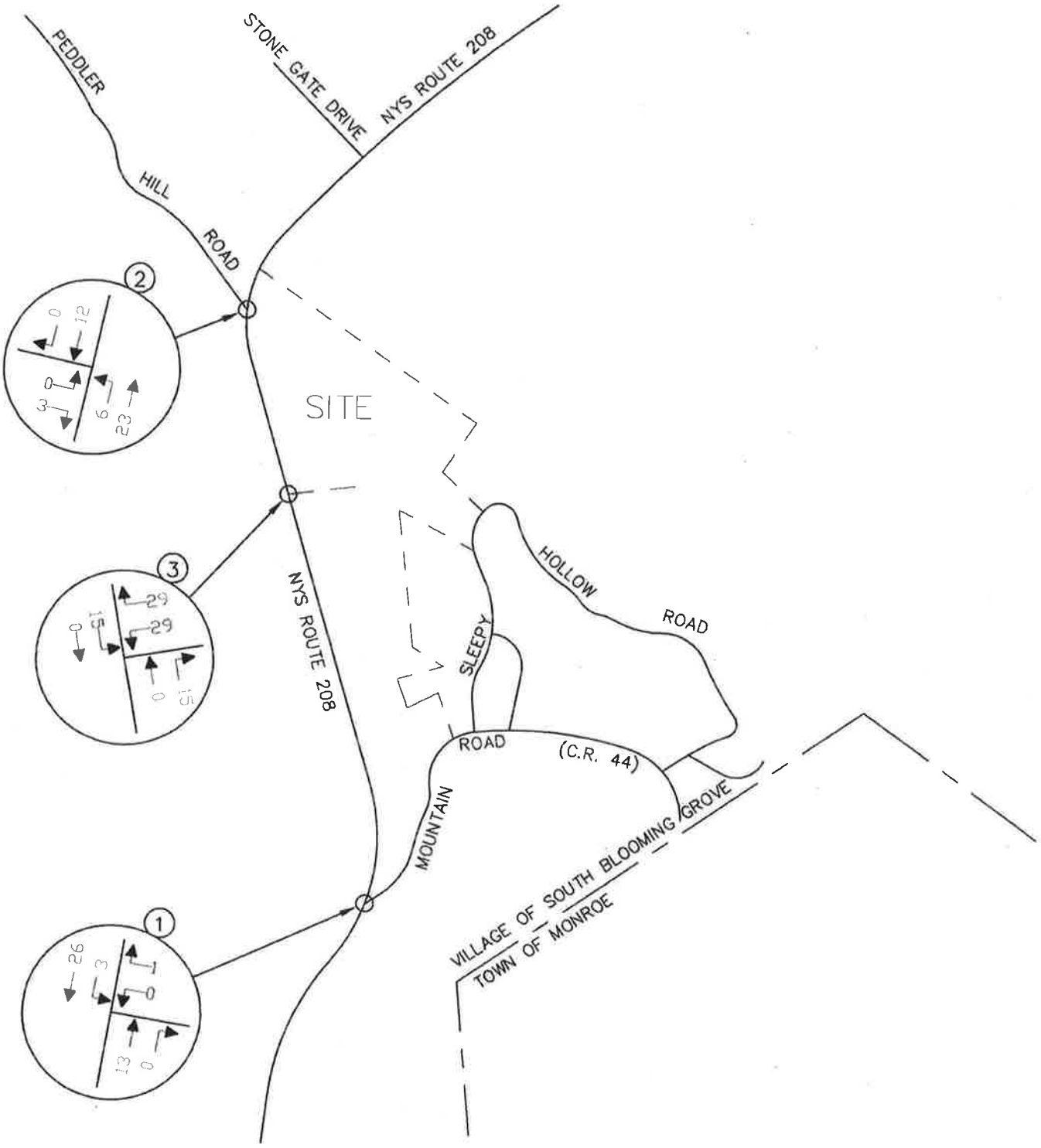
HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

SOUTH BLOOMING GROVE COMMERCIAL PARK SOUTH BLOOMING GROVE,NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
WAREHOUSE (95,000 S.F.)				
PEAK AM HOUR	0.67	63	0.18	17
PEAK PM HOUR	0.15	14	0.46	43
MINI-WAREHOUSE (114,800 S.F.)				
PEAK AM HOUR	0.08	9	0.06	7
PEAK PM HOUR	0.13	15	0.13	15
TOTALS				
PEAK AM HOUR		72		24
PEAK PM HOUR		29		58

NOTES:

1) TRIP GENERATION RATES FOR LAND USE 150 - WAREHOUSE AND 151 - MINI-WAREHOUSE ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 9TH EDITION, 2012.

2) NOTE THAT THE MINI WAREHOUSE SPACE SHOWN ABOVE INCLUDES THE OUTDOOR STORAGE AREA.



NOTE: LINE DIAGRAM NOT TO SCALE

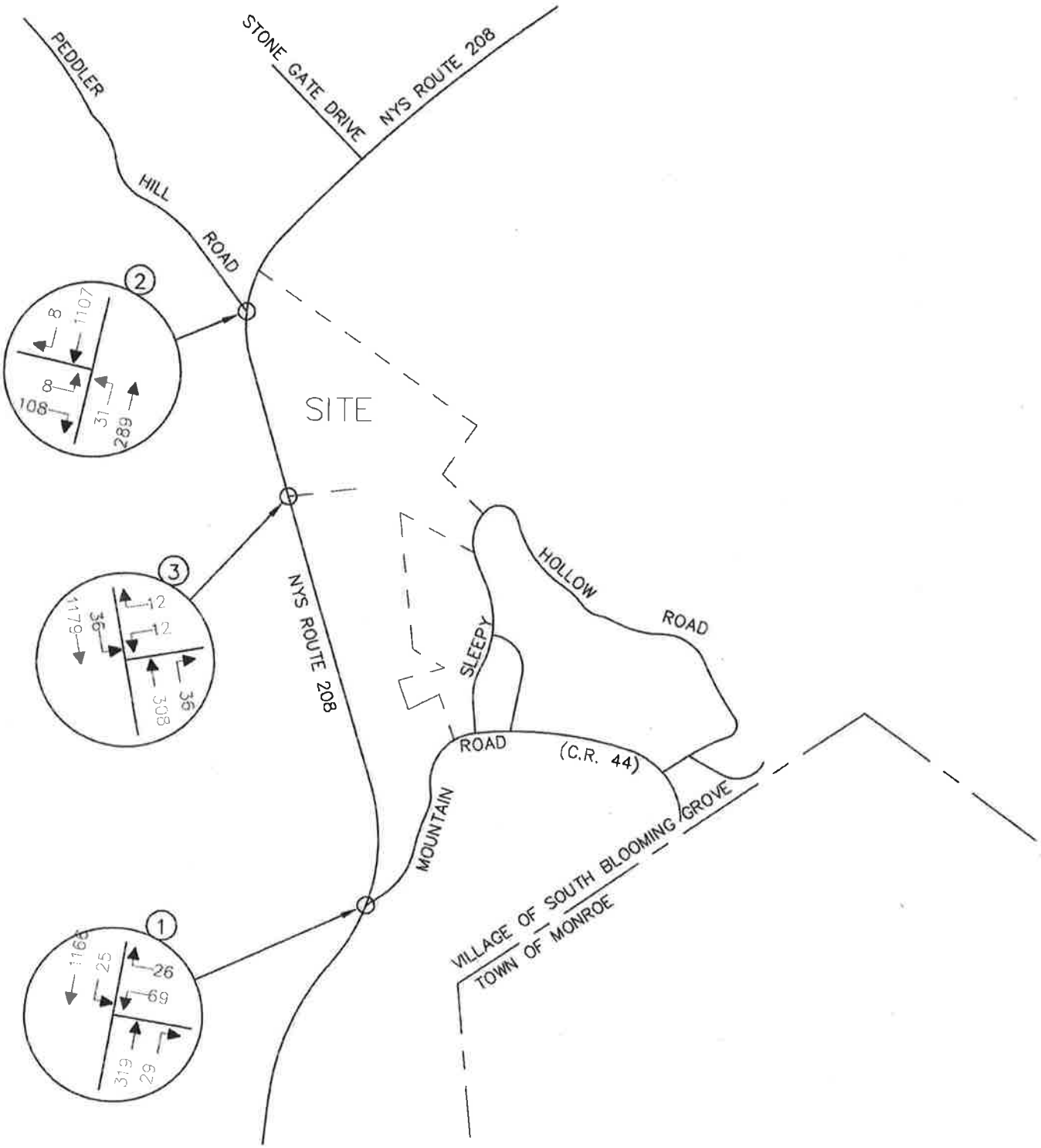
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S. BLOOMING GROVE COMMERCIAL PARK
VILLAGE OF SOUTH BLOOMING GROVE, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
12100137A	JAN. 2013
FIGURE NUMBER:	
9	



NOTE: LINE DIAGRAM NOT TO SCALE

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S. BLOOMING GROVE COMMERCIAL PARK
VILLAGE OF SOUTH BLOOMING GROVE, NY

2016 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
12100137A	JAN. 2013
FIGURE NUMBER:	
10	

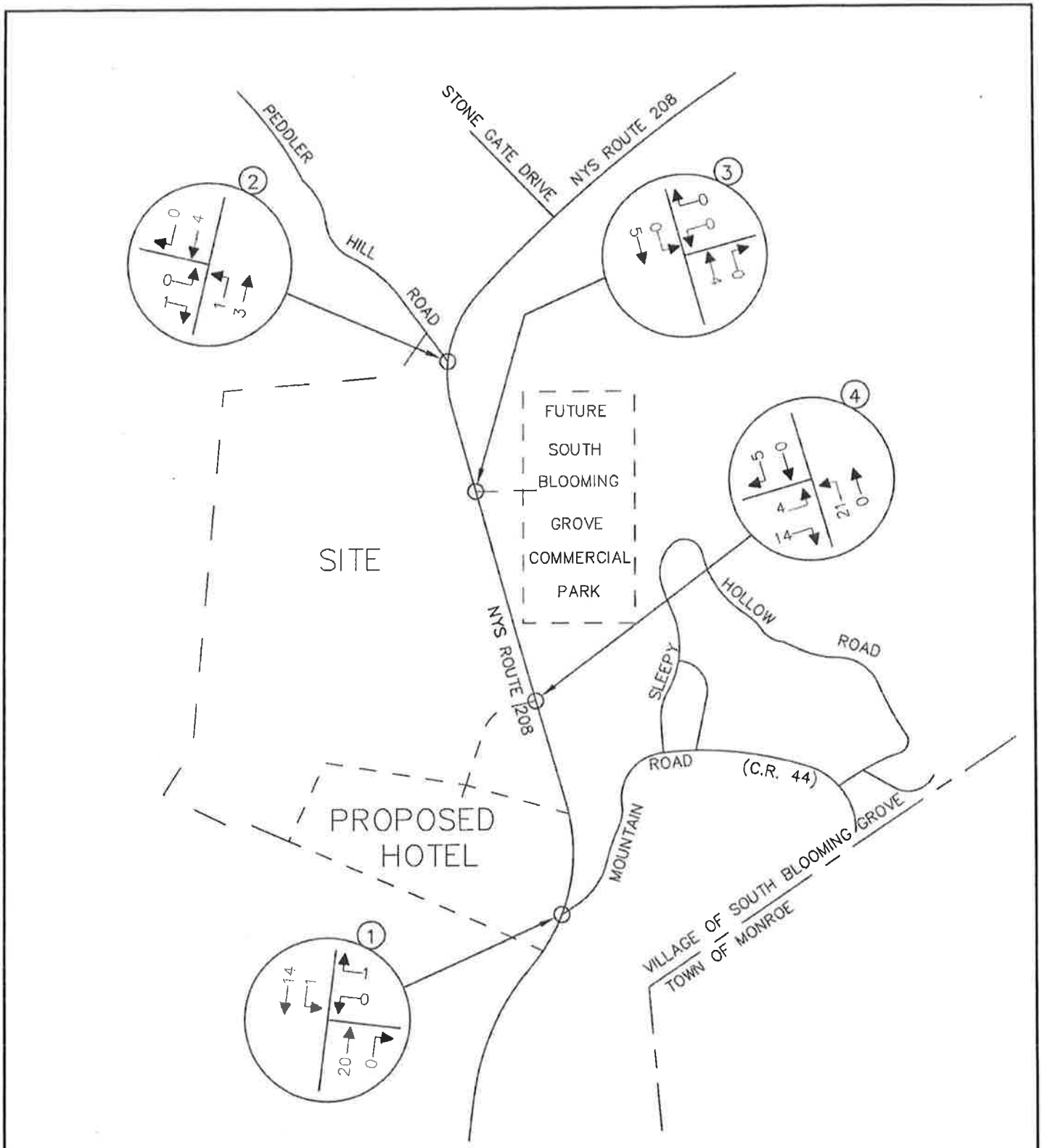
TABLE 1

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

SLEEP IN HOTEL VILLAGE OF S. BLOOMING GROVE, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL (83 ROOMS)				
PEAK AM HOUR	0.31	26	0.22	18
PEAK PM HOUR	0.31	25	0.29	24
PEAK SATURDAY HOUR	0.36	30	0.28	23

NOTES:

1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES - 310 HOTEL; BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 9TH EDITION, 2012.



NOTE: LINE DIAGRAM NOT TO SCALE

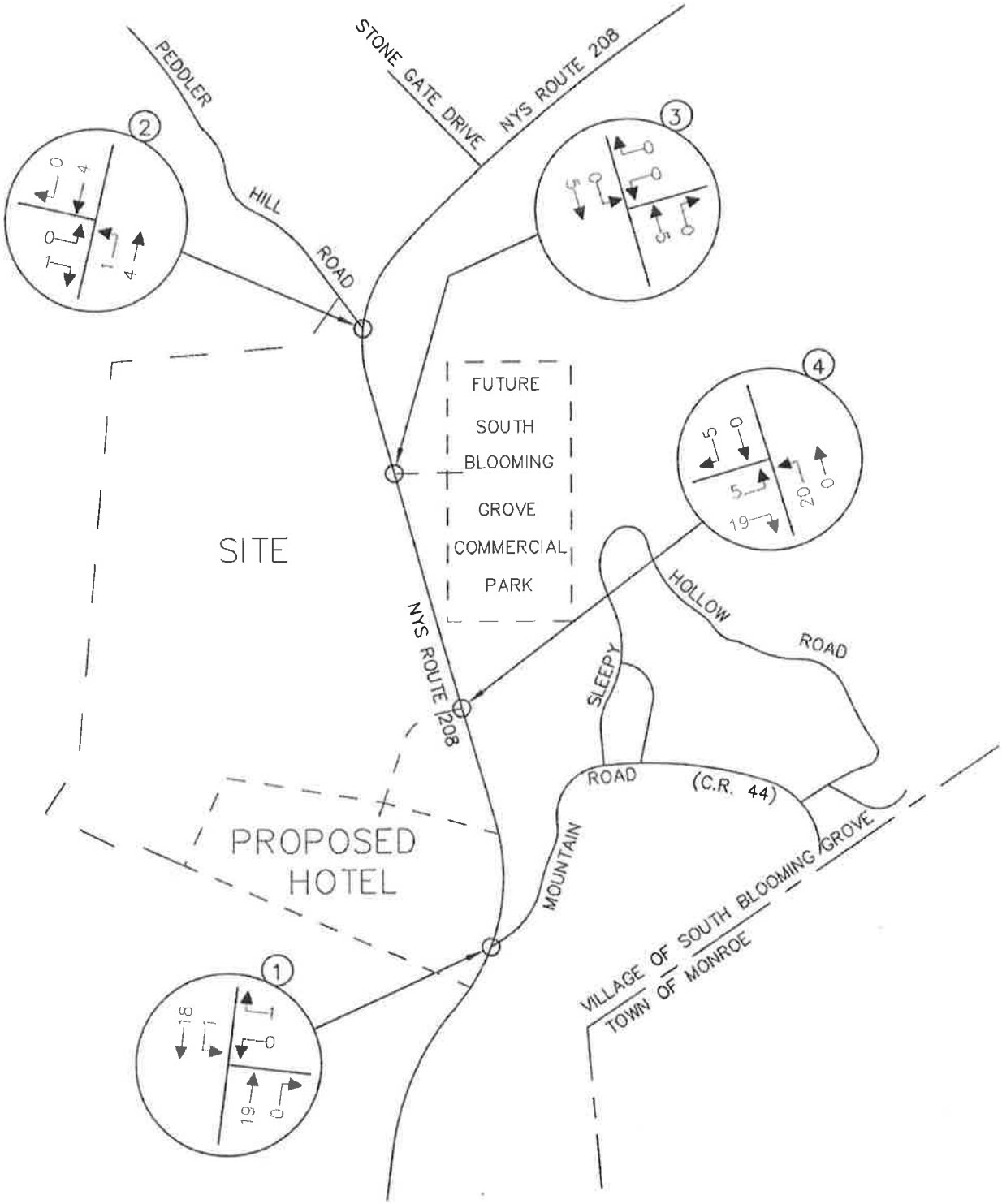
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SLEEP INN HOTEL
VILLAGE OF SOUTH BLOOMING GROVE, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
15001054A	MARCH 2016
FIGURE NUMBER:	
16	



NOTE: LINE DIAGRAM NOT TO SCALE

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SLEEP INN HOTEL
VILLAGE OF SOUTH BLOOMING GROVE, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
15001054A	MARCH 2016

FIGURE NUMBER:
17

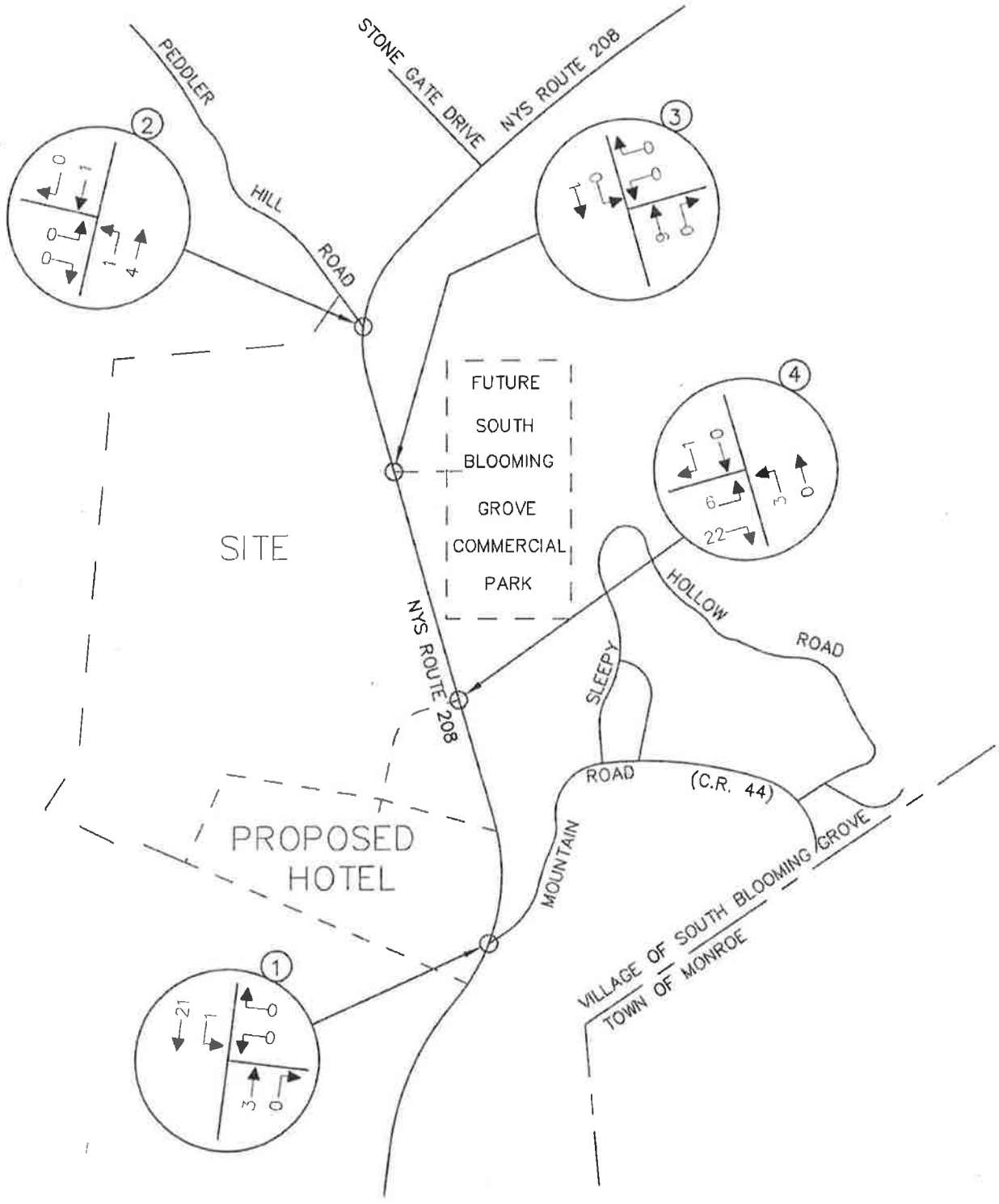
TABLE 3

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES (WITH POTENTIAL ADJACENT PARCEL DEVELOPMENT)

SLEEP IN HOTEL VILLAGE OF S. BLOOMING GROVE, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
OFFICE (10,800 S.F.)				
PEAK AM HOUR	2.63	28	0.36	4
PEAK PM HOUR	0.36	4	2.63	28
PEAK SATURDAY HOUR	0.23	3	0.20	2

NOTES:

1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES - 710 OFFICE; BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 9TH EDITION, 2012.



NOTE: LINE DIAGRAM NOT TO SCALE

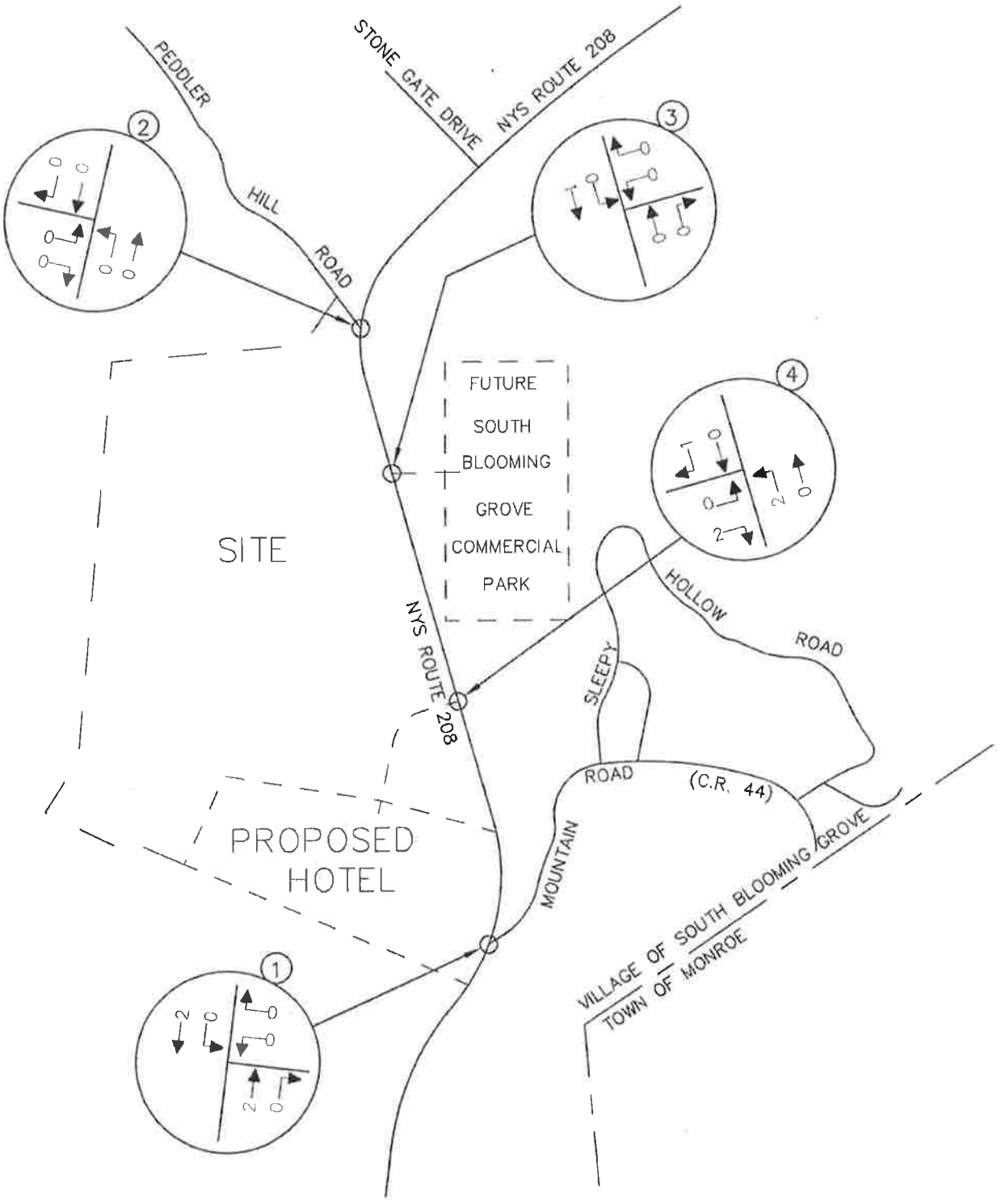
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SLEEP INN HOTEL
VILLAGE OF SOUTH BLOOMING GROVE, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(WITH POTENTIAL ADJACENT PARCEL DEVELOPMENT)

JOB NUMBER:	DATE:
15001054A	MARCH 2016
FIGURE NUMBER:	
23	



NOTE: LINE DIAGRAM NOT TO SCALE

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SLEEP INN HOTEL
VILLAGE OF SOUTH BLOOMING GROVE, NY

SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR
(WITH POTENTIAL ADJACENT PARCEL DEVELOPMENT)

JOB NUMBER:	DATE:
15001054A	MARCH 2016
FIGURE NUMBER:	
24	

TABLE NO. 1

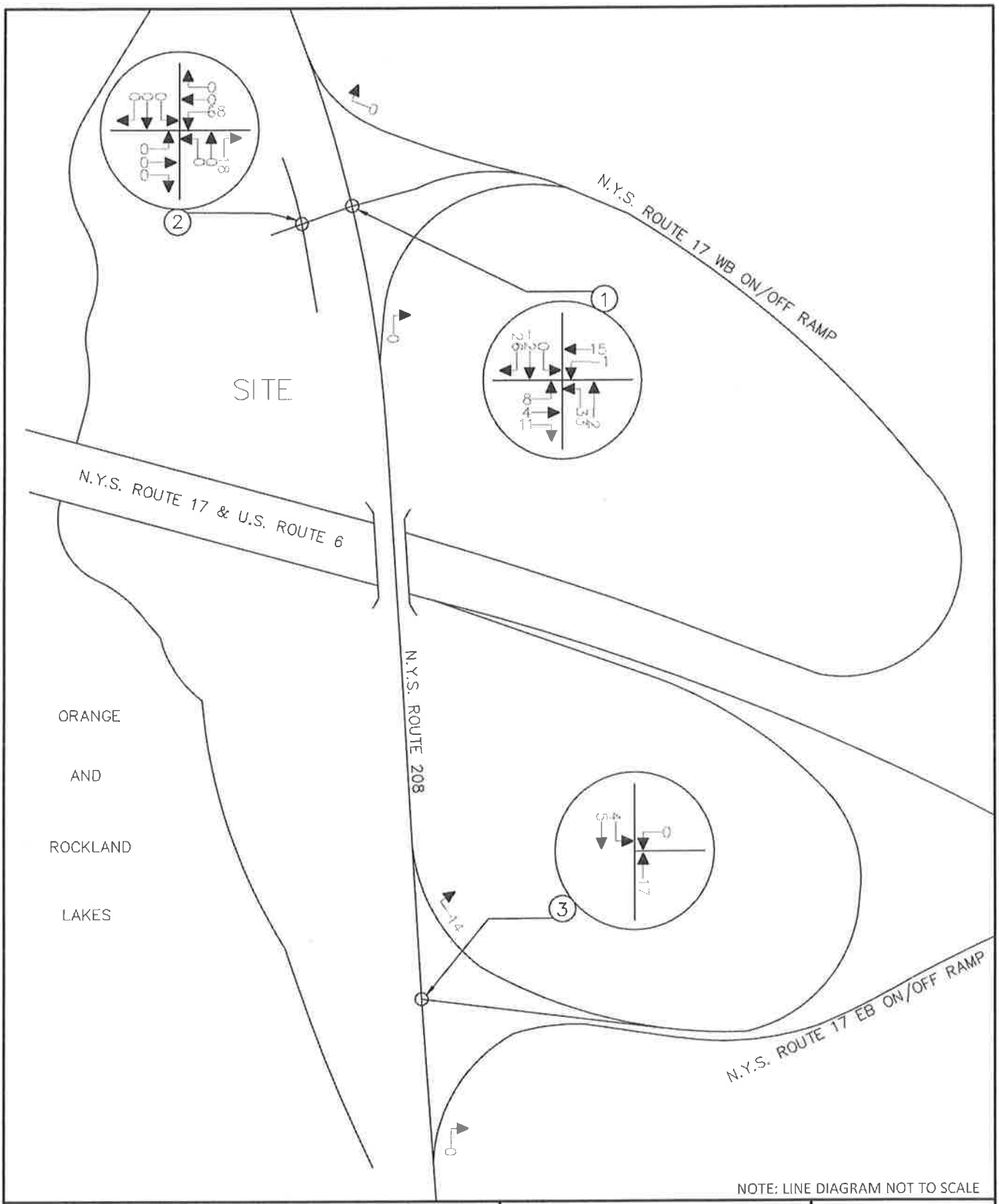
HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

PROFESSIONAL SQUARE, LLC MONROE, NEW YORK	ENTRY			EXIT		
	HTGR[1]	VOLUME	NEW TRIPS[2]	HTGR[1]	VOLUME	NEW TRIPS[2]
OFFICE (22,873 S.F.)						
PEAK AM HOUR	2.27	52	52	0.31	7	7
MID PEAK HOUR	0.52	12	12	0.52	12	12
PEAK PM HOUR	0.44	10	10	2.14	49	49
RETAIL (8,562 S.F.)						
PEAK AM HOUR	2.45	21	16	1.64	14	11
MID PEAK HOUR	6.77	58	44	6.77	58	44
PEAK PM HOUR	6.77	58	44	6.77	58	44
TOTAL						
PEAK AM HOUR	-	-	68	-	-	18
MID PEAK HOUR	-	-	56	-	-	56
PEAK PM HOUR	-	-	54	-	-	93

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING AND ITE LAND USE CODE - 820 - RETAIL.

2) "NEW TRIPS" INCLUDE A 25% PASS-BY/DIVERTED LINK TRIP CREDIT APPLIED TO RETAIL PORTION OF THE DEVELOPMENT TO ACCOUNT FOR TRIPS ATTRACTED FROM THE EXISTING TRAFFIC STREAMS ALONG N.Y.S. ROUTE 208.



NOTE: LINE DIAGRAM NOT TO SCALE

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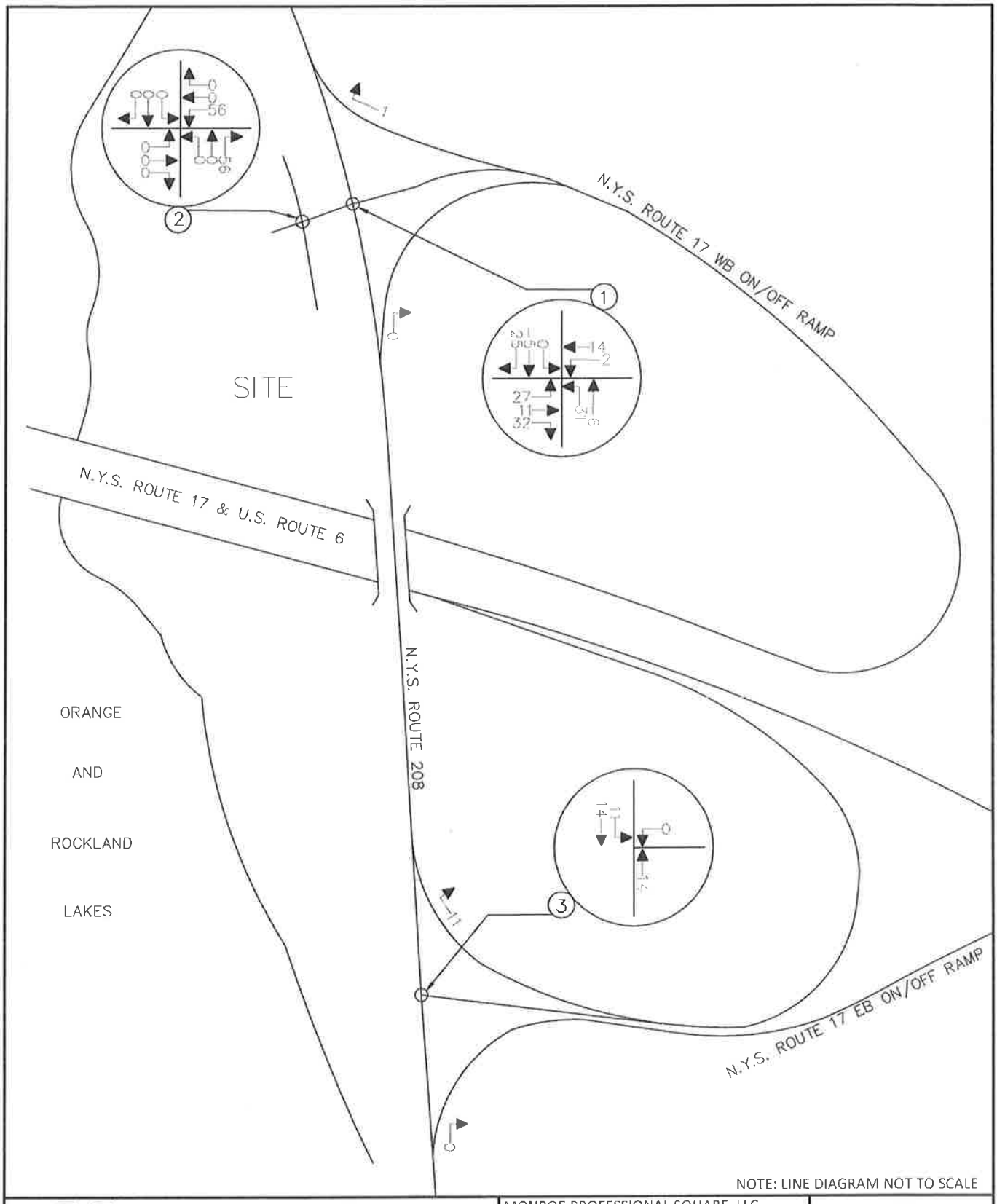
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MONROE PROFESSIONAL SQUARE, LLC
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
14001208A	08/06/2014

FIGURE NUMBER: 16



NOTE: LINE DIAGRAM NOT TO SCALE

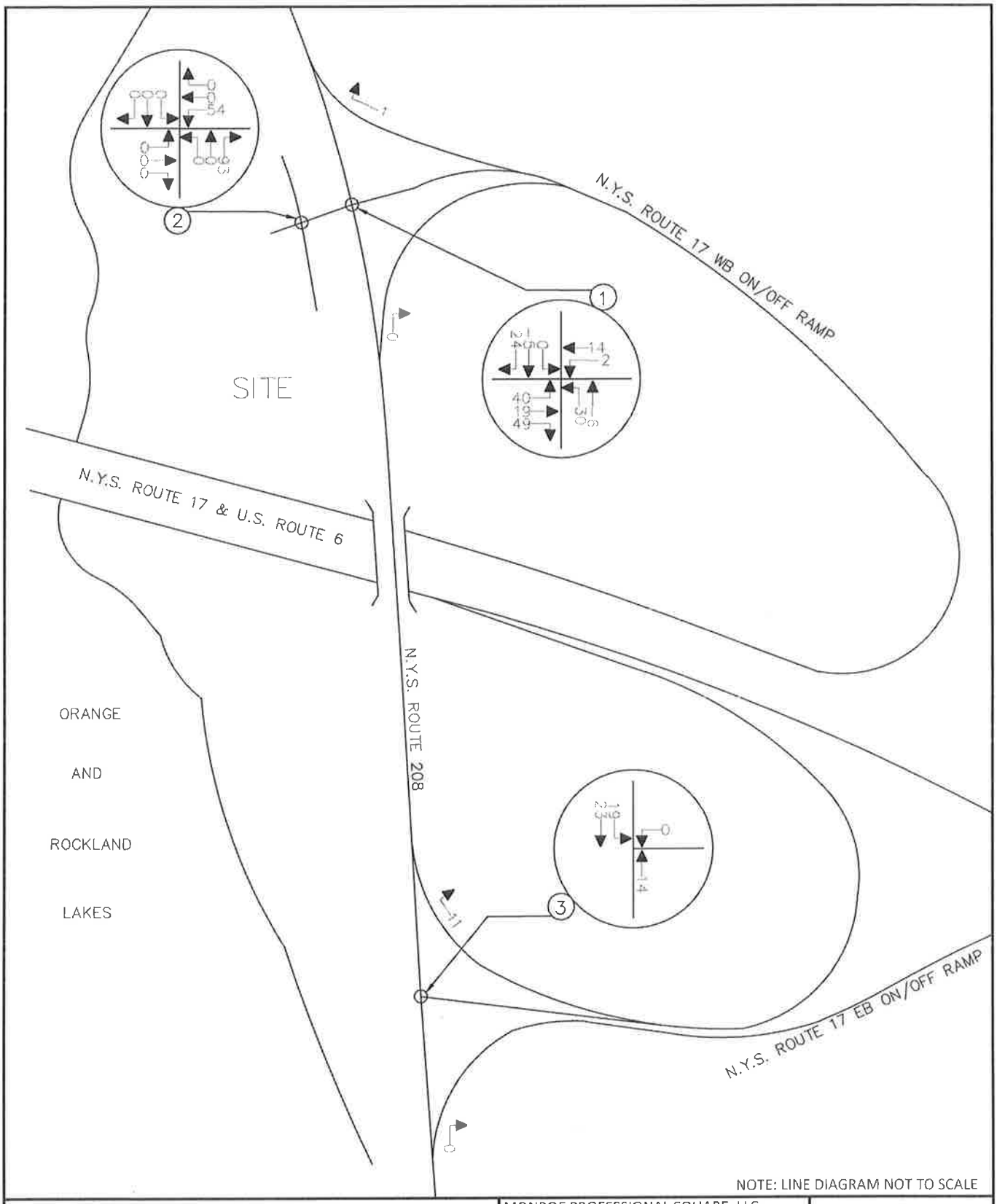
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MID-DAY HOUR

JOB NUMBER:	DATE:
14001208A	08/06/2014
FIGURE NUMBER:	
17	



NOTE: LINE DIAGRAM NOT TO SCALE

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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
14001208A	08/06/2014
FIGURE NUMBER:	
18	

Trip Generation Comparison

With annexation, all 3,825 units are projected to be constructed in the proposed annexation territory. The resulting density in the annexation lands is sufficient to support a similar level of journey-to-work modal split and a similar level of business development to what now exists in Kiryas Joel.

Appendix F, Table F3-7 provides trip generation rates applicable to the With Annexation scenario. Table F3-8 below shows the anticipated trips generated from the annexed lands. Table 3.4-13 shows the anticipated additional trips with origins or destinations in the expanded Village of Kiryas Joel.

Table 3.4-13
Internal-External Trip Generation with 507 Acre Annexation Summary

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In [1]	Out [1]	Total [1]	In [1]	Out [1]	Total [1]
Vehicle Trips adjusted for modal split, Kiryas Joel, 0 dwelling units	0	0	0	0	0	0
Vehicle Trips adjusted for modal split, Monroe, 164 acres, 1001 dwelling units	46	191	237	154	81	235
Vehicle Trips adjusted for modal split, Monroe, 343 acres, 2824 dwelling units	122	511	633	405	214	619
Total 3825 dwelling units	**168**	**702**	**870**	**559**	**295**	**854**

[1] See Appendix F, Table F3-7, Trip Generation Rates, and Table F3- 8, Trip Generation Summary.

Overall, the proposed annexation compared to no annexation is anticipated to result in a reduction of 18 to 25 percent in the growth peak hour trips into and out of Kiryas Joel as shown in Table 3.4-14. Within the context of these volumes, the number of trips generated is effectively reduced by developing within the annexation territory.

Table 3.4-14
Trip Generation Comparison - 507 Acre Scenario

	Weekday AM Peak Hour			Weekday PM Peak Hour		
Condition	**In**	**Out**	**Total**	**In**	**Out**	**Total**
With Annexation [1]	168	702	870	559	295	854
Without Annexation [2]	203	853	1056	745	392	1137
Difference	**-35**	**-151**	**-186 (-18%)**	**-186**	**-97**	**-283 (-25%)**

[1] See Table 3.4-13.
[2] See Table 3.4-12.

The distribution of site generated trips is shown in Figures 3.4-11 and 3.4-12 for the a.m. and p.m. peaks, respectively. As the annexation lands border the west, north, and east edge of the Village of Kiryas Joel, the distribution of traffic in either scenario will be similar.

As with No Annexation, commercial development is anticipated to grow in step with the growing residential needs, generally comprised of the existing balance of truck and vehicle traffic along with a similar proportion of internal trips with commercial destinations. Truck-centric land uses such as heavy industry and large warehousing is not anticipated in the study area, but rather would likely locate in industrial parks along the Quickway, Interstate 84, or near Stewart Airport As the distribution of vehicles is anticipated to be no different for either annexation scenario so the distribution of truck traffic would not be anticipated to be different.

3.4.6 Noise and Air Quality Related to Traffic

3.4.6.1 Noise - Existing Conditions

Land use in the Village of Kiryas Joel consists of mixed development including single family residential, multi-family residential, neighborhood commercial and community services, including parochial schools and other religious facilities. (Land use is more fully described in DGEIS Section 3.1 Land Use and Zoning.) The nearby lands around Kiryas Joel in the towns of Monroe, Blooming Grove, Woodbury and the Village of Monroe also have a mix of uses, including primarily single family homes, with mixed commercial uses, community services, as well as a small amount of agriculture.

Existing noise in the study area can be characterized as typical for a suburban/rural locale. Ambient noise results mostly from local vehicle traffic, and periodically from outdoor activities such as lawn maintenance, other property maintenance activities, and construction. No significant noise-generating industrial or manufacturing uses are located in the study area. Most notably however, NYS Route 17 borders the Village to

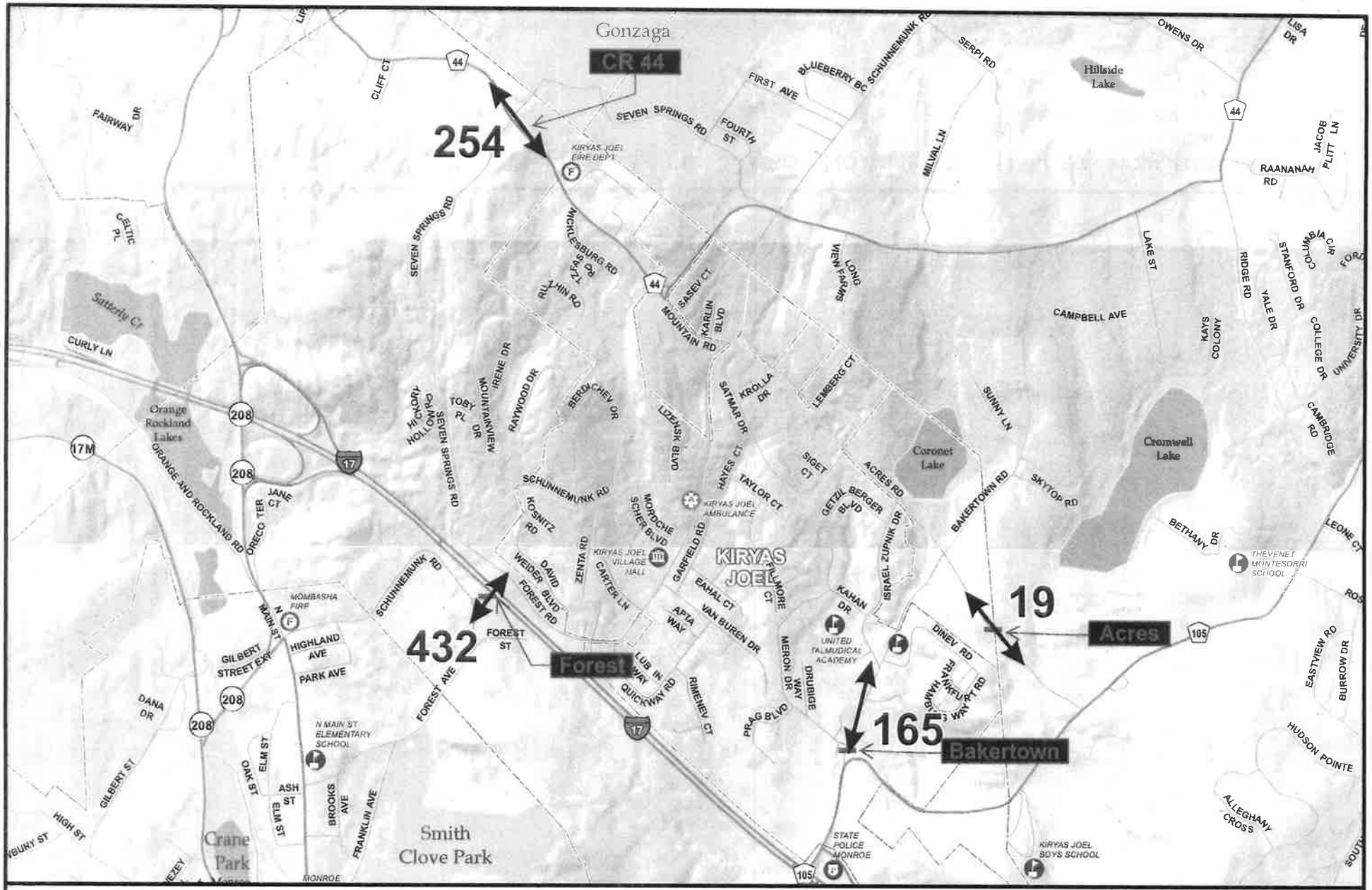


Figure 3.4-11 507 Acre Annexation AM Peak Hour Trips Generated

Kiryas Joel Annexation

Town of Monroe and Village of Kiryas Joel

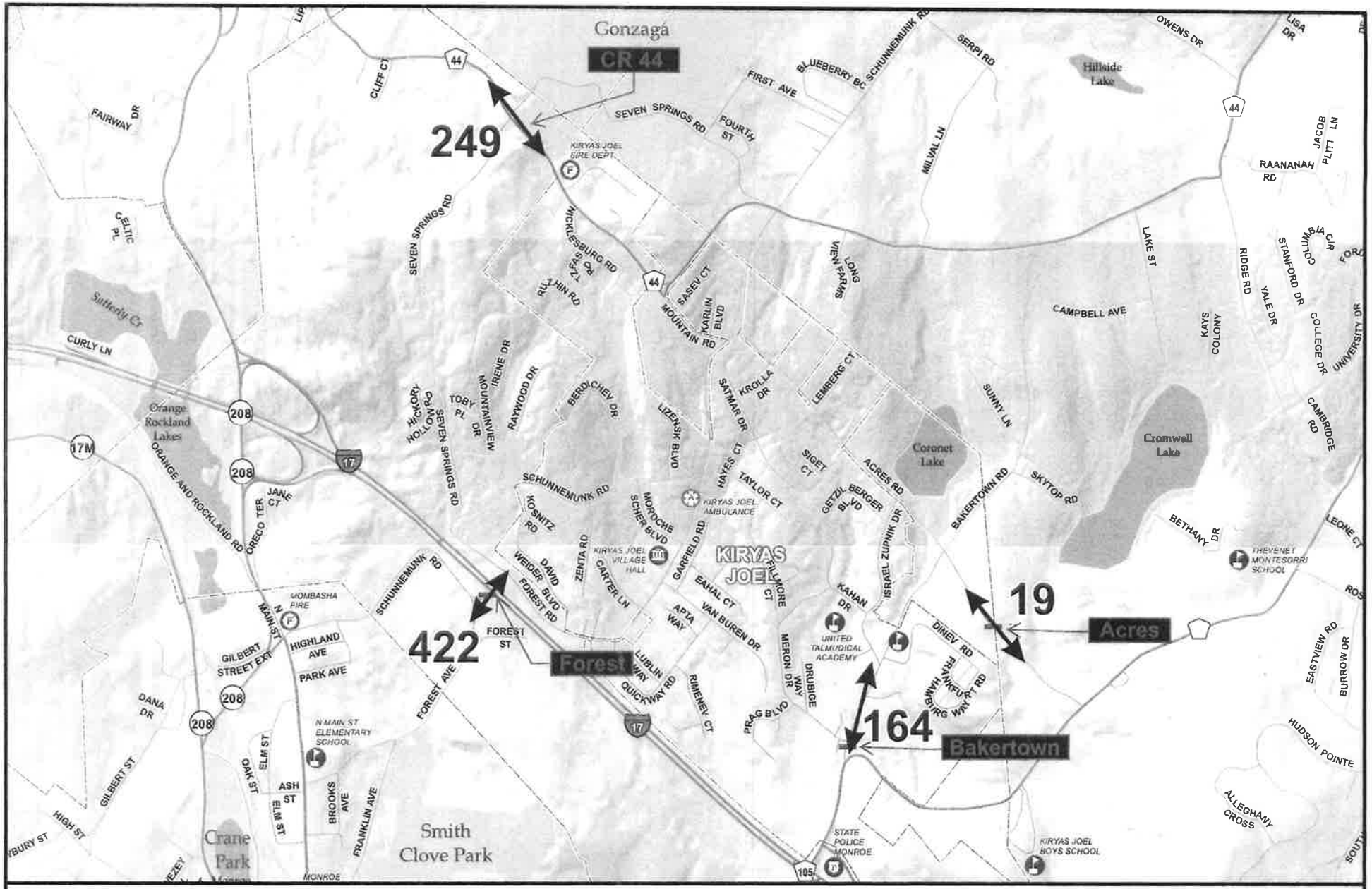
Orange County, NY

Base Map: Google Maps

Scale: NTS

File 14008 3/2/15
JS/14008

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N
W E
S

Figure 3.4-12: 507 Acre Annexation PM Peak Hour Trips Generated

Kiryas Joel Annexation

Town of Monroe and Village of Kiryas Joel

Orange County, NY

Base Map: Google Maps

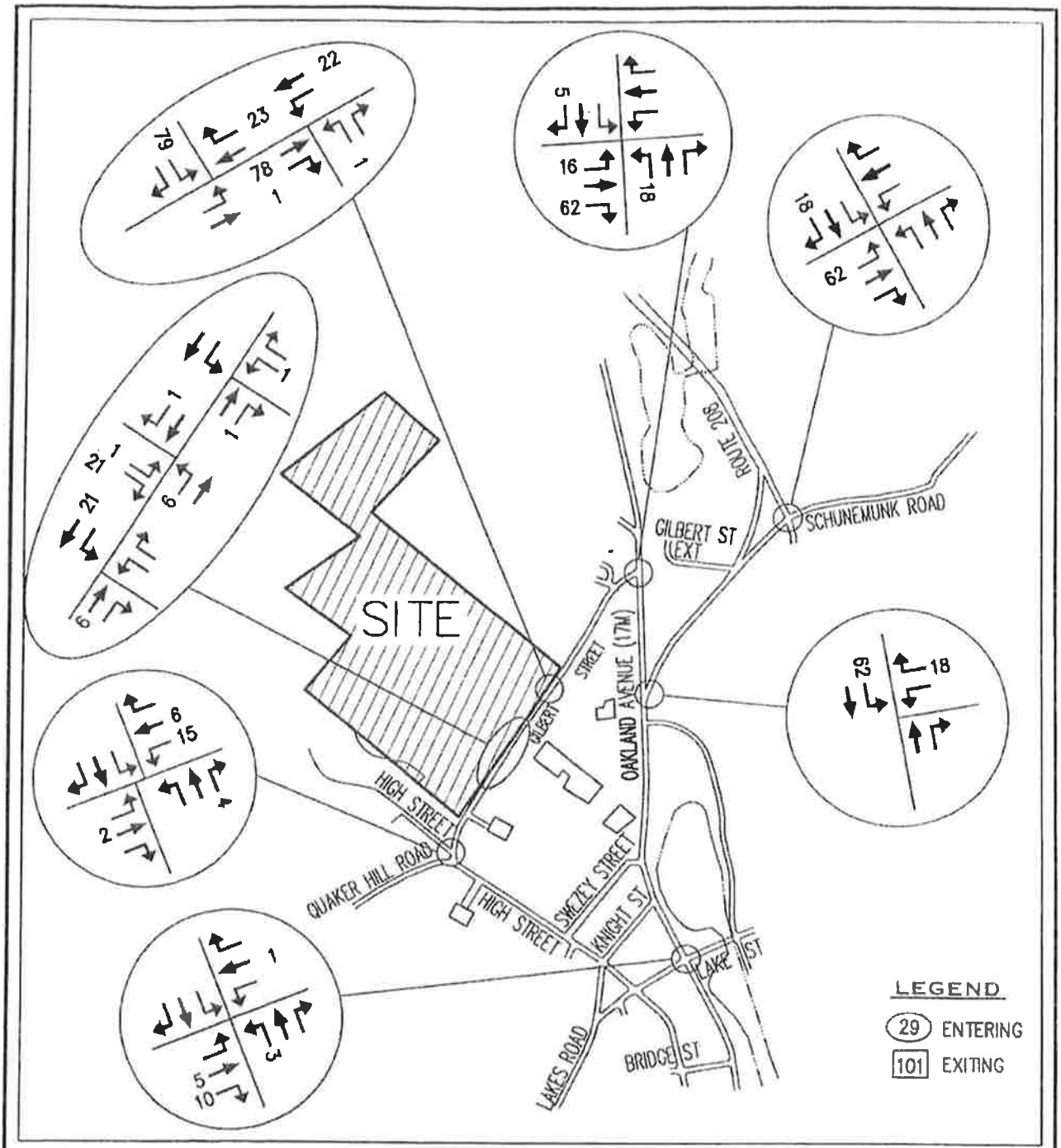
Scale: NTS

File 14008 3/2/15
JS/14008

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AM In: 78/23 → Total = 29

Out: 78/79 → Total = 101



SMITH FARM

SITE GENERATED VOLUMES

PEAK AM HOUR

DATE: 06/2004

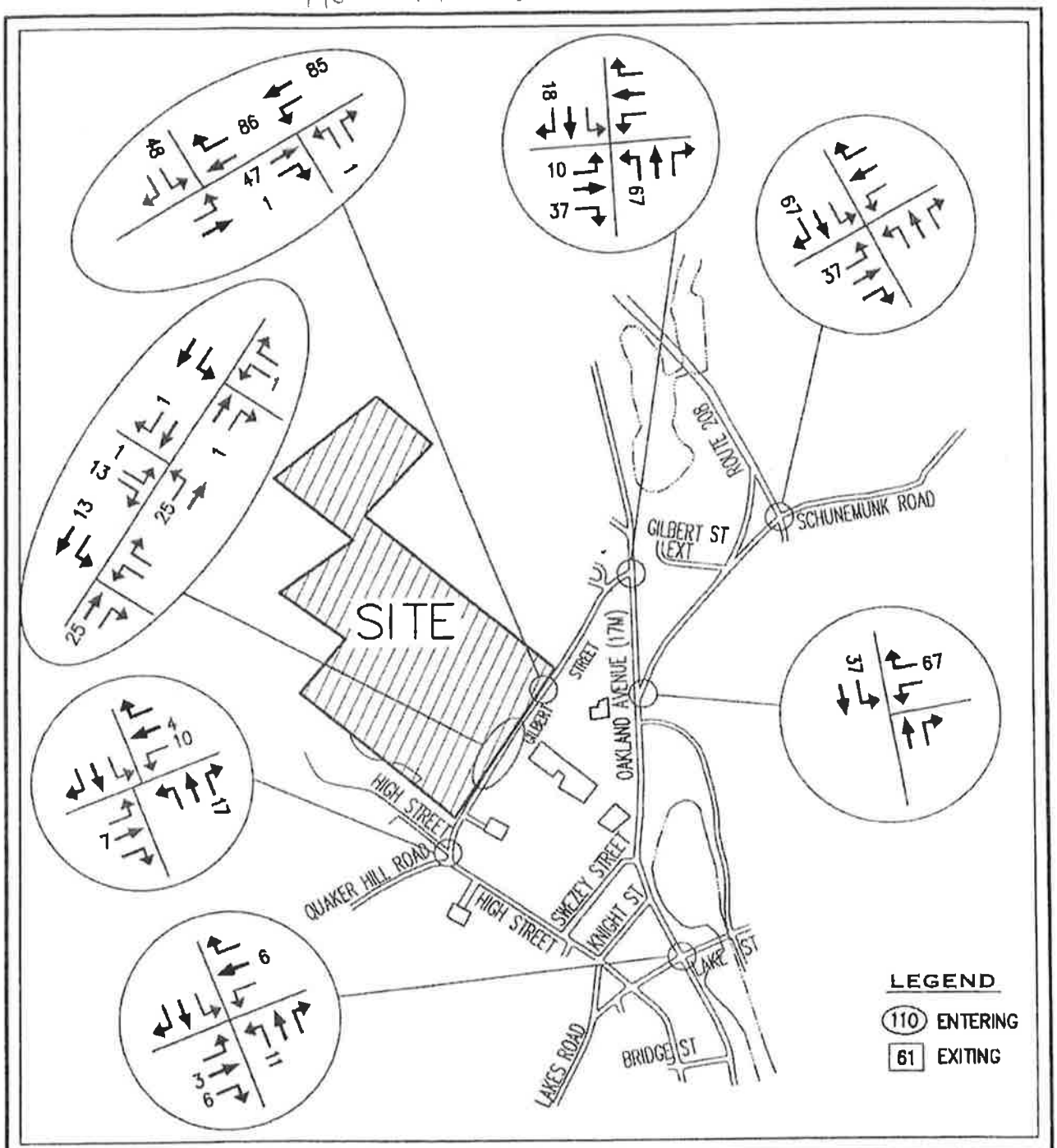
JMC PROJECT: 99069

FIGURE: 13

JMC

PM IN 78/86 → Total = 110

OUT 78/48 → Total = 62



SMITH FARM

SITE GENERATED VOLUMES
PEAK PM HOUR

DATE: 06/2004

JMC PROJECT: 99069

FIGURE: 14

JMC

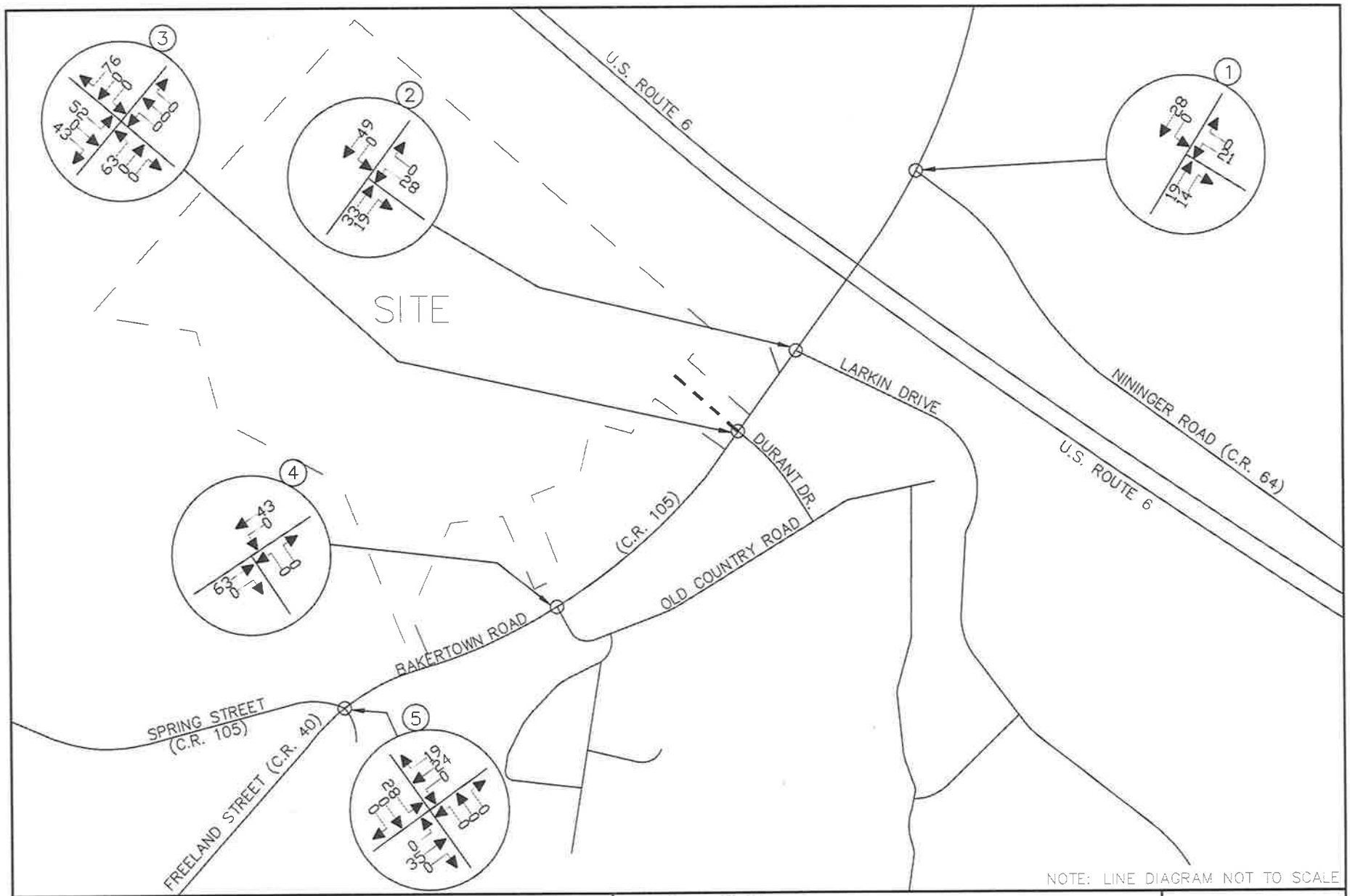
TABLE NO. 1

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

BALD HILL ESTATES MONROE, NEW YORK	ENTRY		EXIT	
	HTGR[1]	VOLUME	HTGR[1]	VOLUME
TOWNHOME (138 UNITS)				
PEAK AM HOUR	0.20	27	0.58	80
PEAK PM HOUR	0.64	88	0.38	52
OFFICE (29,675 SQ. FT.)				
PEAK AM HOUR	3.77	112	0.51	15
PEAK PM HOUR	0.84	25	4.08	121
TOTAL				
PEAK AM HOUR	-	139	-	95
PEAK PM HOUR	-	113	-	173

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 210 - SINGLE FAMILY AND ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING.



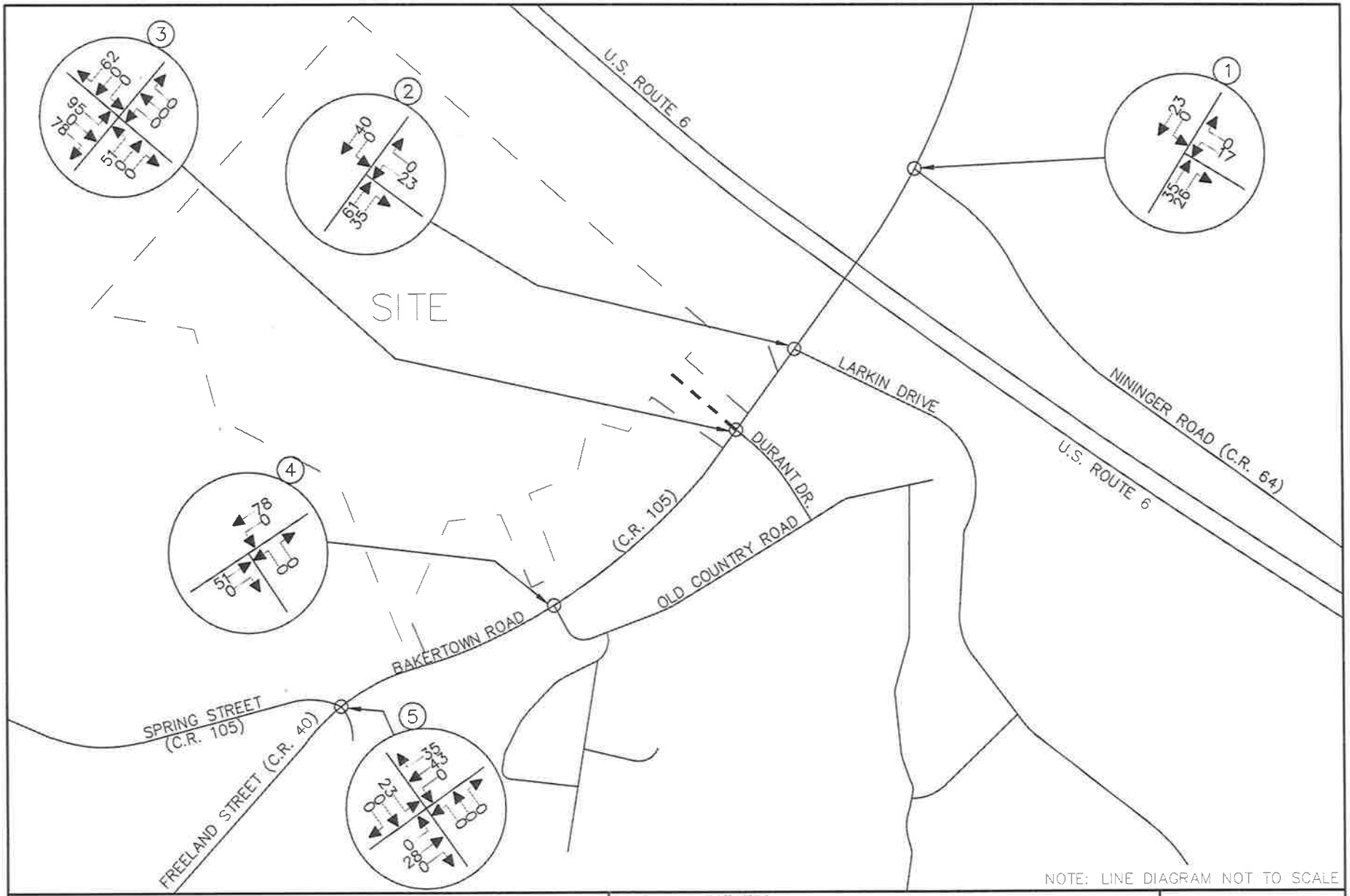
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BALD HILL ESTATES
TOWN OF MONROE, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
15002208A	7/19/2017
FIGURE NUMBER:	
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BALD HILL ESTATES
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
15002208A	7/19/2017
FIGURE NUMBER:	
13	

ATTACHMENT 3

ITE TRIP GENERATION MANUAL
PROCEDURES AND EXCERPTS



Trip Generation Handbook
3rd Edition

SEPTEMBER 2017
INSTITUTE OF TRANSPORTATION ENGINEERS

Ideally, the independent variable that has the strongest logical relationship with trip-making, and that can be measured or estimated to sufficient accuracy, should be selected. For example, for an office building, gross square feet is typically a better independent variable than is overall site acreage. However, it is also important to evaluate the sample size for each independent variable. In the case of two variables with similar measures of "best fit," the analyst should usually favor the most accurately projected variable. If there appears to be little difference, then the variable with the larger sample size should be selected.

The chosen independent variable should be stable for a particular land use type and not a direct function of actual site tenants. The values and measurements attributable to an independent variable should not change dramatically with changes in building tenants. Physical site characteristics (such as square feet of floor area or number of dwelling units) are preferable to tenant characteristics (such as employees or residents).

Finally, a selected independent variable should be obtained through a primary measurement, not derived from secondary data. For example, many estimates of the number of employees working in a commercial building are derived as a function of the floor area (in square footage) of the office building and an assumed employment density. An estimate of trips based on an independent variable derived using this approach is not likely to be as accurate as one based on primary data. Nevertheless, if the selected independent variable must be derived rather than measured, the analyst should apply a realistic and credible factor based on verifiable or valid relationships applicable to the site being considered.

Use Fitted Curve Equation when:

- A fitted curve equation is provided and the data plot has at least 20 data points

OR

- A fitted curve equation is provided, the curve has an R^2 of at least 0.75, the fitted curve falls within data cluster, and the weighted standard deviation is more than 55 percent of the weighted average rate.

Use Weighted Average Rate when:

- The data plot has at least three data points (and preferably, six or more);
- The R^2 value for the fitted curve is less than 0.75 or no fitted curve equation is provided;
- The weighted standard deviation for the average rate is less than 55 percent of the weighted average rate; and
- The weighted average rate is within data cluster in plot.

Collect Local Data when:

- Study site is not compatible with ITE Land Use Code definition;
- Data plot has only one or two data points (and preferably, when five or fewer);
- The weighted standard deviation for the average rate is greater than 55 percent of the weighted average rate;
- Independent variable value is not within range of data; or
- Neither weighted average rate line nor fitted curve is within data cluster at size of study site.

Single-Family Detached Housing
(210)

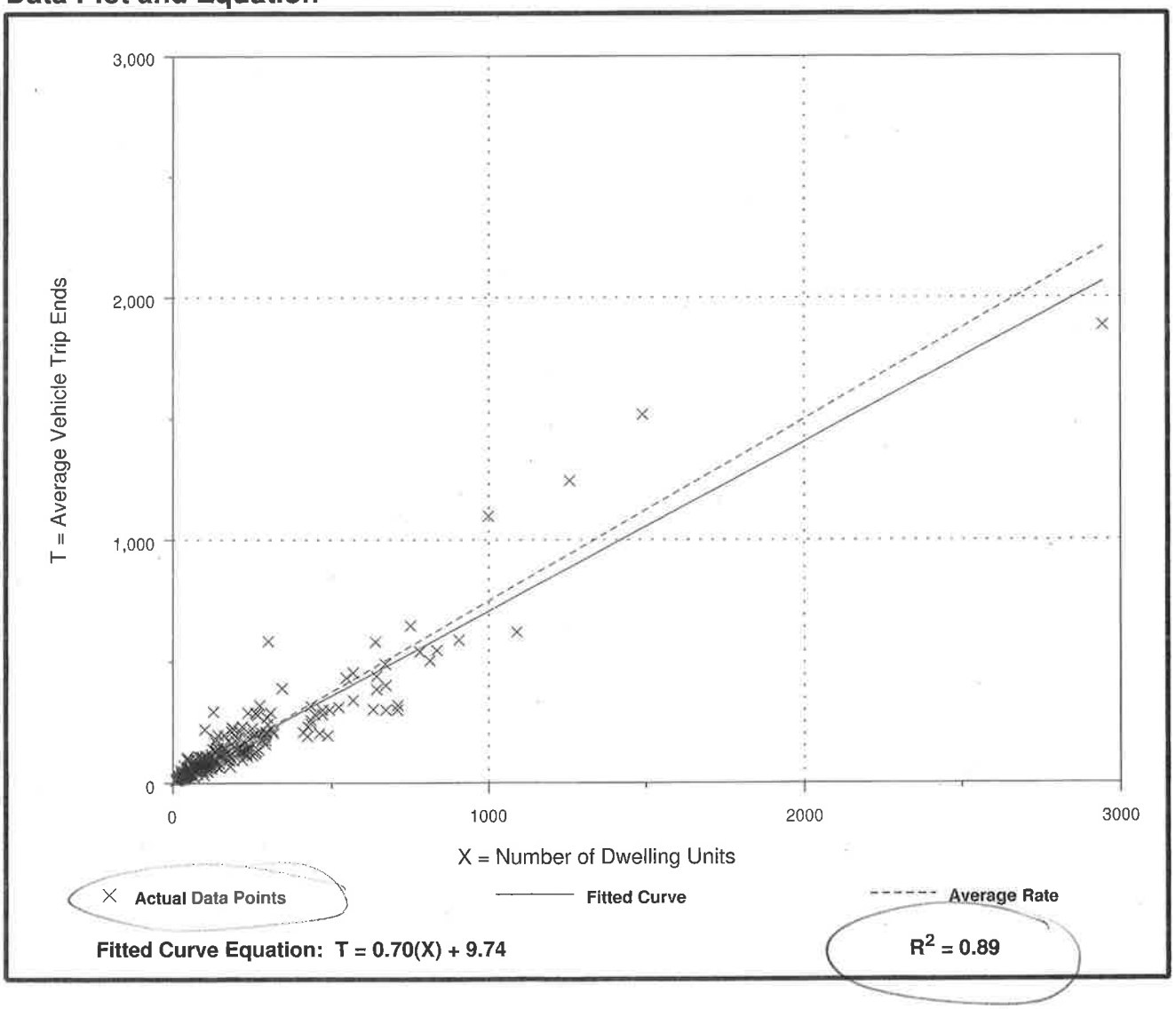
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 292
Avg. Number of Dwelling Units: 194
Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.33 - 2.27	0.90

Data Plot and Equation



Fitted Curve Equation: T = 0.70(X) + 9.74

R^2 = 0.89

Single-Family Detached Housing
(210)

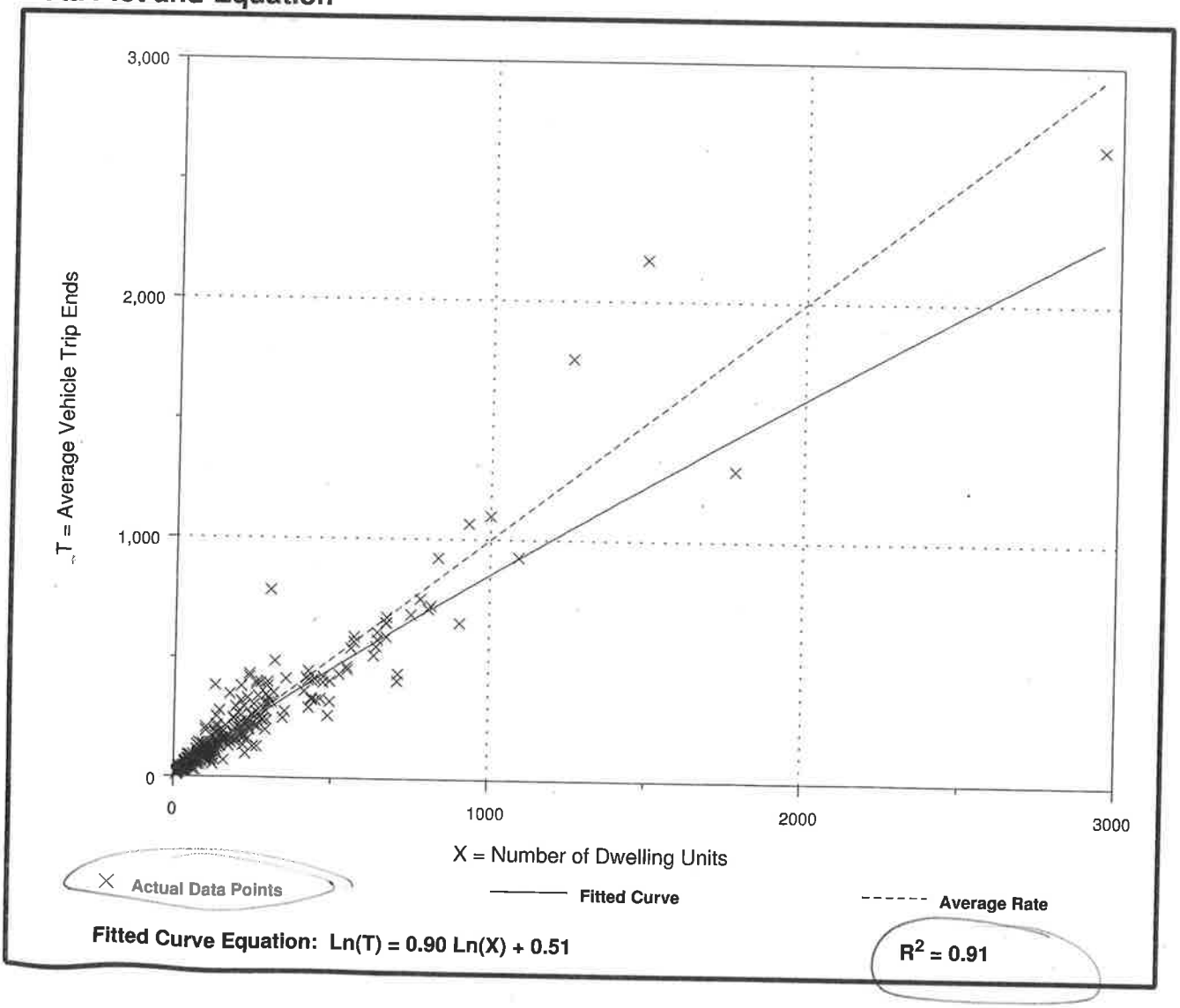
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 321
Avg. Number of Dwelling Units: 207
Directional Distribution: 63% entering, 37% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.42 - 2.98	1.05

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.90\ Ln(X) + 0.51$

$R^2 = 0.91$

ATTACHMENT 4

ITE LAND USE CODE 220 - APARTMENT

DESCRIPTION

Land Use: 220
Apartment

Description

Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise. Low-rise apartment (Land Use 221), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.

Additional Data

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the late 1960s and the 2000s throughout the United States and Canada.

Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

2, 4, 5, 6, 9, 10, 11, 12, 13, 14, 16, 19, 20, 34, 35, 40, 72, 91, 100, 108, 188, 192, 204, 211, 253, 283, 357, 436, 525, 530, 579, 583, 638

ATTACHMENT 5

ITE LAND USE CODE 221 – LOW-RISE APARTMENT

DESCRIPTION

Land Use: 221
Low-Rise Apartment

Description

Low-rise apartments (rental dwelling units) are units located in rental buildings that have one or two levels (floors), such as garden apartments. Apartment (Land Use 220), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.

Additional Data

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the early 1970s and the late 1990s throughout the United States and Canada.

Source Numbers

11, 21, 71, 98, 110, 177, 192, 300, 305, 306, 320, 321, 525

ATTACHMENT 6

EXISTING AREAWIDE BIKE & PEDESTRIAN FACILITIES



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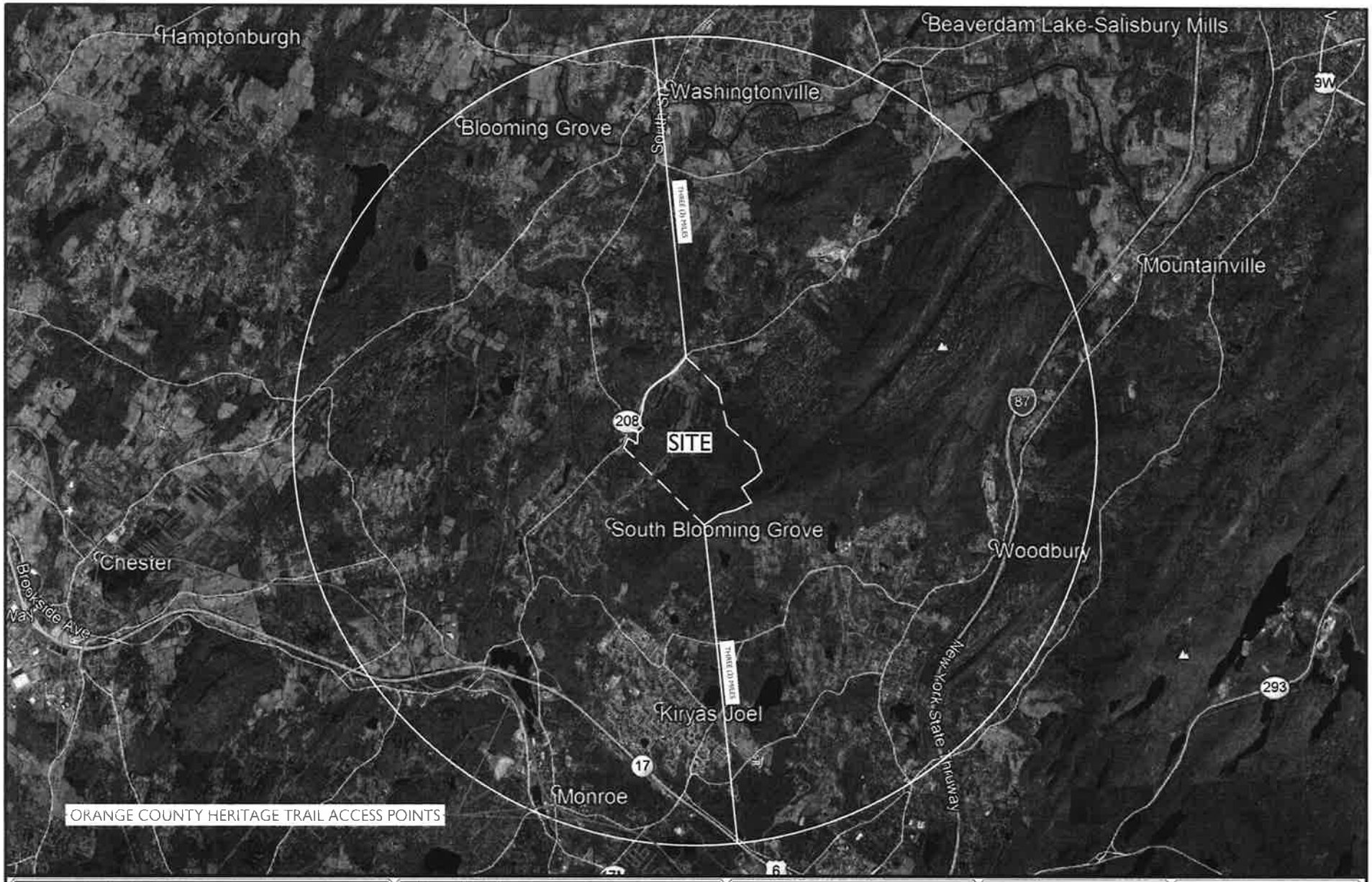
TRAFFIC IMPACT STUDY

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PROJECT NUMBER:	DRAWING NAME
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PEDESTRIAN FACILITIES

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PROJECT NUMBER:	DRAWING NAME:
130014175	171218_PED&BIKE IDEN

SHEET TITLE:
EXISTING AREA
BICYCLE FACILITIES

SHEET NUMBER:
2 OF 2

ATTACHMENT 7

ARTERIAL ANALYSIS SUMMARY

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Arterial Analysis Summary

As summarized in Tables 1K through 5K, contained in Appendix K of the Traffic Impact Study, the arterial analysis results indicate Levels of Service along the corridor ranging from "D" to "E" during peak hours under both the No-Build and Build conditions with average travel speeds for the portions of the corridor ranging from the upper 30 MPH to mid 40 MPH range depending on which peak period analyzed. These conditions are as would be expected based on the level of through traffic on the corridor during those periods.

See summary tables for additional details.

ATTACHMENT 8

COMPARISON OF TYPICAL
SYNCHRO 8 AND SYNCHRO 10 RESULTS

TABLE NO. AC-1

LEVEL OF SERVICE SUMMARY TABLE

COMPARISON BETWEEN SYNCHRO 8 (TIS) AND SYNCHRO 10 RESULTS

	LOCATION		WEEKDAY PEAK PM HOUR - BUILD CONDITION					
			SYNCHRO 8 (TIS)			SYNCHRO 10		
			LOS	DELAY	V/C	LOS	DELAY	V/C
4	NYS ROUTE 208 & MOUNTAIN ROAD							
	UNSIGNALIZED							
	MOUNTAIN ROAD	WB LR	F	1394.0	3.887	F	1394.0	3.887
	NYS ROUTE 208	SB LT	C	18.0	0.395	C	18.0	0.395
	W/ SIGNALIZATION & SB LEFT-TURN LANE ON NYS ROUTE 208							
	MOUNTAIN ROAD	WB L	E	79.5	0.79	E	79.5	0.79
		WB R	E	72.3	0.79	E	72.3	0.79
		WB APPROACH	**E**	**75.5**	----	**E**	**75.5**	----
	NYS ROUTE 208	NB T	C	24.6	0.91	C	24.6	0.91
		NB R	A	2.2	0.18	A	2.2	0.18
		NB APPROACH	**C**	**20.9**	----	**C**	**20.9**	----
	NYS ROUTE 208	SB L	D	47.9	0.86	D	47.9	0.86
		SB T	A	4.6	0.46	A	4.6	0.46
		SB APPROACH	**B**	**13.5**	----	**B**	**13.5**	----
		OVERALL INTERSECTION	**C**	**25.7**	----	**C**	**25.7**	----
	W/ ROUNDABOUT							
	MOUNTAIN ROAD	WB APPROACH	C	16.3	----	C	16.3	----
	NYS ROUTE 208	NB APPROACH	B	13.0	----	B	13.0	----
	NYS ROUTE 208	SB APPROACH	A	7.2	----	A	7.2	----
		OVERALL INTERSECTION	**B**	**11.6**	----	**B**	**11.6**	----

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.

NOTE: THE ABOVE RESULTS PRODUCED UTILIZING METHODOLOGY SET FORTH IN THE HIGHWAY CAPACITY MANUAL, 2010.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.978			
Flt Protected	0.979					0.990
Satd. Flow (prot)	1710	0	1810	0	0	1811
Flt Permitted	0.979					0.990
Satd. Flow (perm)	1710	0	1810	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			837
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 145.6% ICU Level of Service H
Analysis Period (min) 15

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Intersection	
Int Delay, s/veh	185

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	**144**	185	1137	227	165	637
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	**Stop**	**Stop**	Free	**Free**	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	**0**	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	**-10**	-	**-2**	-	-	**-1**
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	**2**	2	**4**	2	**2**	**5**
Mvmt Flow	157	201	1236	247	179	692

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	**2410**	1359	0	0	1483	0
Stage 1	1359	-	-	-	-	-
Stage 2	**1051**	-	-	-	-	-
Critical Hdwy	4.42	5.22	-	-	4.12	-
Critical Hdwy Stg 1	**3.42**	-	-	-	-	-
Critical Hdwy Stg 2	3.42	-	-	-	-	-
Follow-up Hdwy	**3.518**	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 138	265	-	-	454	-
Stage 1	**508**	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 50	265	-	-	454	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	216	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1394	0	3.7
HCM LOS	**F**		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 92	454	-
HCM Lane V/C Ratio	-	- 3.887	0.395	-
HCM Control Delay (s)	-	-$ 1394	18	0
HCM Lane LOS	-	- F	C	A
HCM 95th %tile Q(veh)	-	- 36.8	1.9	-

Notes

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

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			836
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			756
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	10.6				28.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			476
Travel Time (s)	14.3		6.3			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary

Area Type: Other
Control Type: Roundabout

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Grade (%)	-10%		-2%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924		0.978			
Flt Protected	0.979					0.990
Satd. Flow (prot)	1710	0	1810	0	0	1811
Flt Permitted	0.979					0.990
Satd. Flow (perm)	1710	0	1810	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			837
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.94	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 145.6% ICU Level of Service H
Analysis Period (min) 15

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Intersection	
Int Delay, s/veh	185

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	**144**	185	1137	227	165	637
Future Vol, veh/h	144	185	1137	227	165	637
Conflicting Peds, #/hr	**0**	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	**0**	-	**0**	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	**92**	**92**	**92**	92	**92**	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	**157**	201	1236	247	179	692

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2410	1360	0	0	1483	0
Stage 1	**1360**	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	**4.42**	5.22	-	-	4.12	-
Critical Hdwy Stg 1	3.42	-	-	-	-	-
Critical Hdwy Stg 2	**3.42**	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	**~ 138**	265	-	-	454	-
Stage 1	508	-	-	-	-	-
Stage 2	**604**	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	**~ 50**	265	-	-	454	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	**182**	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	1394	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	92	454	-
HCM Lane V/C Ratio	-	-	3.887	0.395	-
HCM Control Delay (s)	-	-	$ 1394	18	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	36.8	1.9	-

Notes

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

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			836
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			756
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	185	1137	227	165	637
Future Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	8.4				4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			476
Travel Time (s)	14.3		6.3			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary

Area Type: Other
Control Type: Roundabout

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

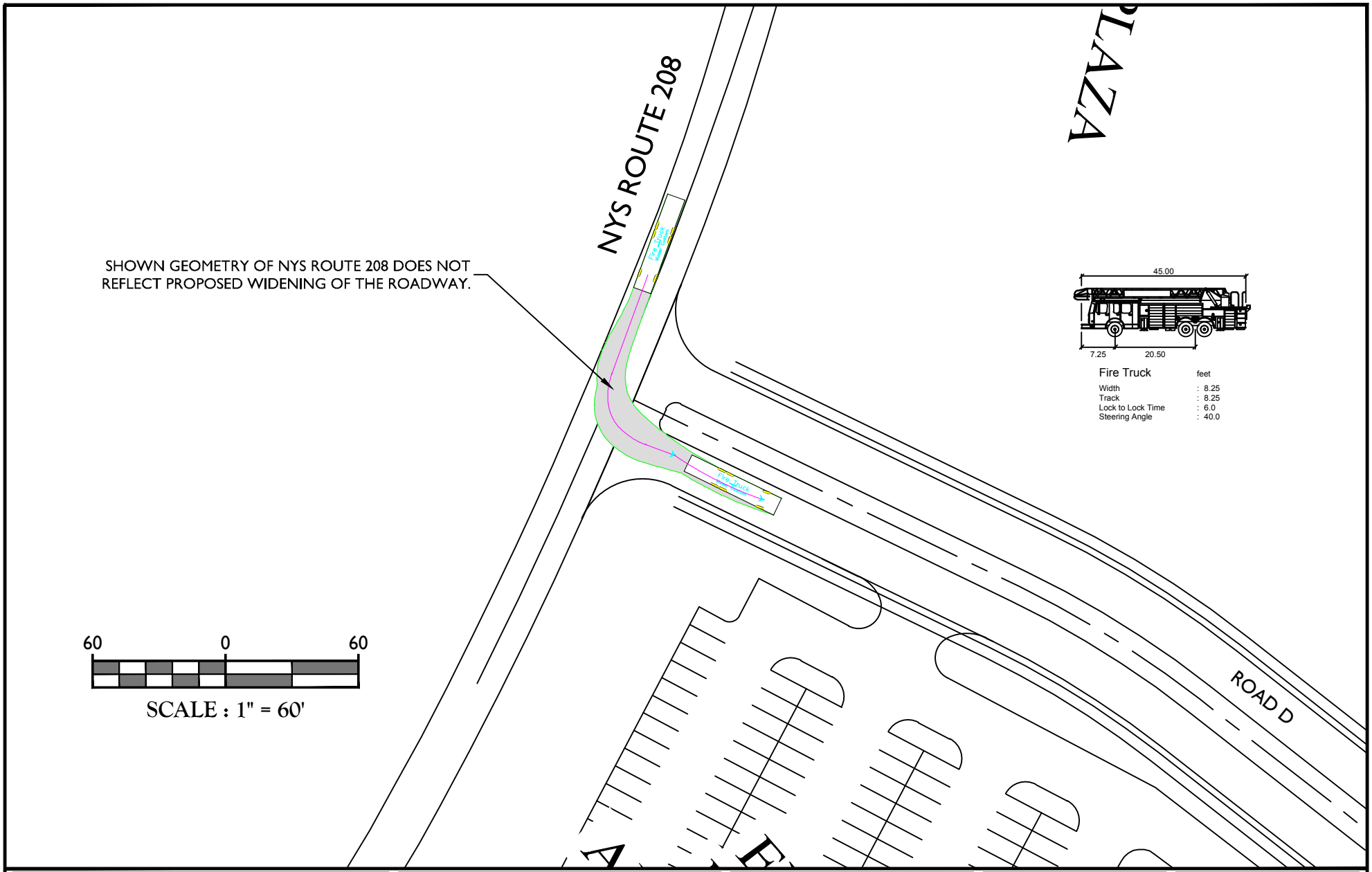
Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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ATTACHMENT 9

TURNING TRACKS



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- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
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TURNING TRACKS
FOR
CLOVEWOOD

NYS ROUTE 208 &
PROPOSED SITE
DRIVEWAY (ROAD D)
SOUTH BLOOMING GROVE
ORANGE COUNTY
NEW YORK

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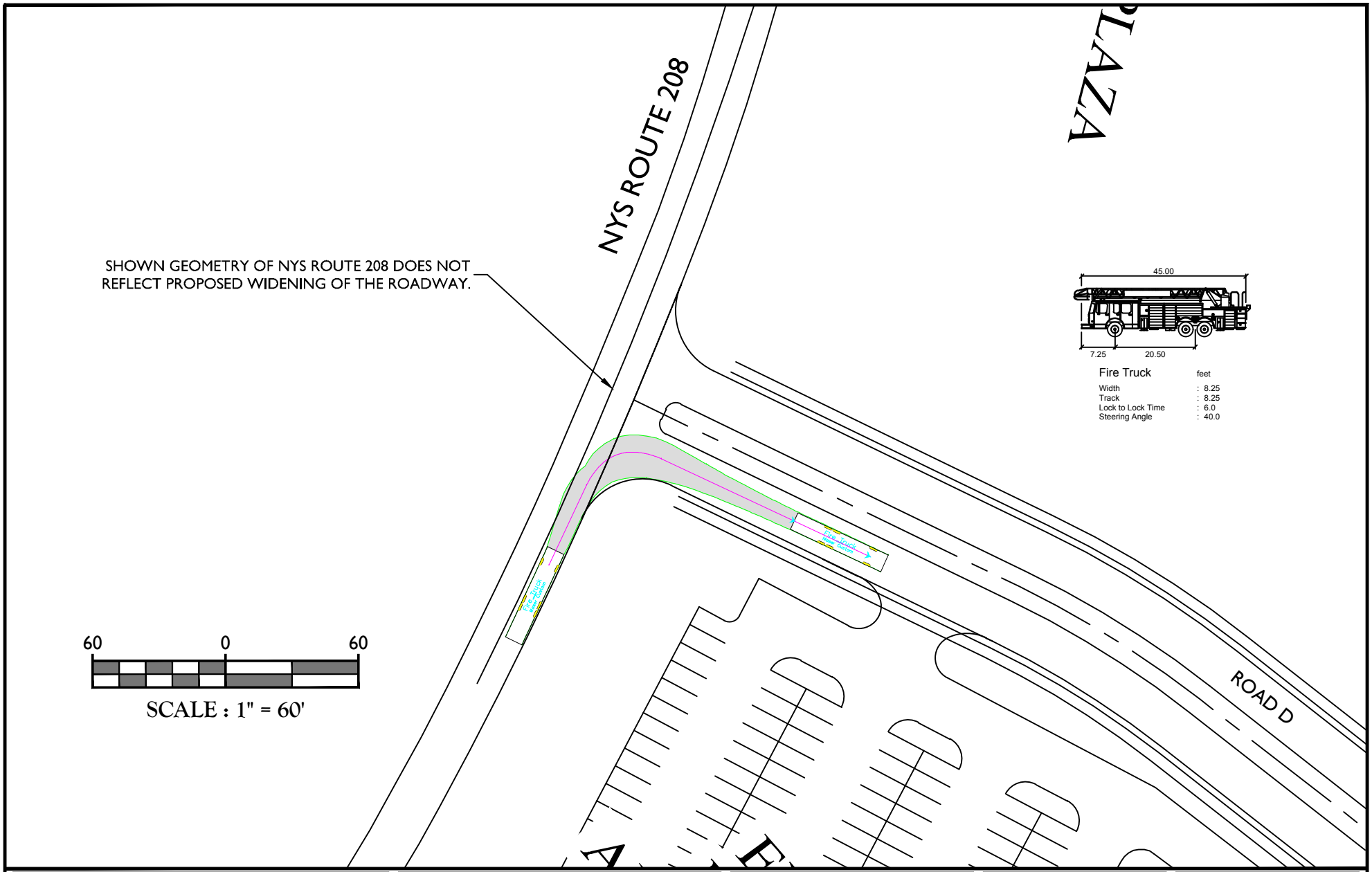
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
13001417B	R-TURN-TRCK

SHEET TITLE:
LEFT-TURN IN

SHEET NUMBER:
1 OF 15



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TURNING TRACKS
FOR
CLOVEWOOD

NYS ROUTE 208 &
PROPOSED SITE
DRIVEWAY (ROAD D)
SOUTH BLOOMING GROVE
ORANGE COUNTY
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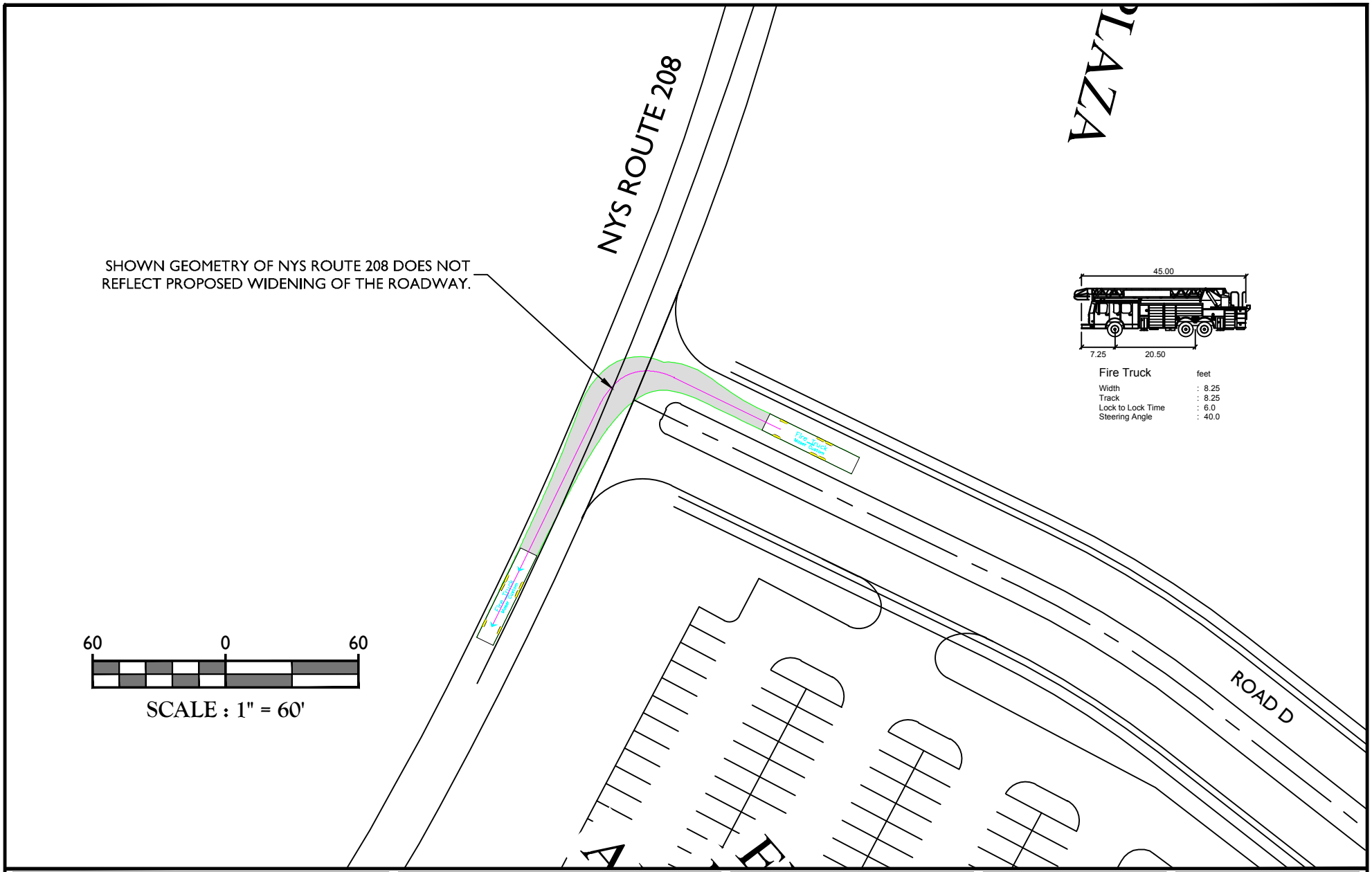
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
13001417B	R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN IN

SHEET NUMBER:
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TURNING TRACKS
FOR
CLOVEWOOD

NYS ROUTE 208 &
PROPOSED SITE
DRIVEWAY (ROAD D)
SOUTH BLOOMING GROVE
ORANGE COUNTY
NEW YORK

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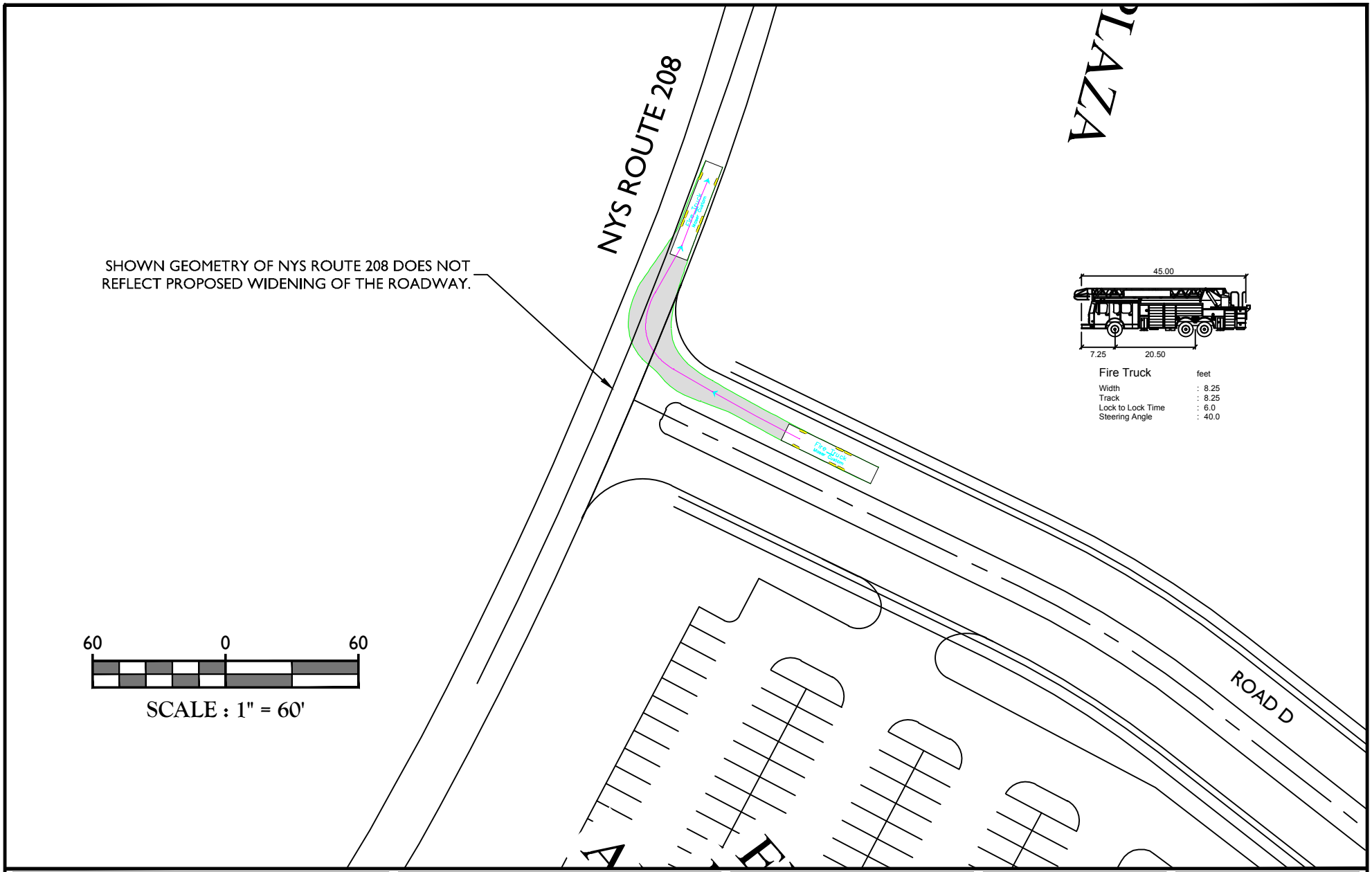
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
13001417B	R-TURN-TRCK

SHEET TITLE:
LEFT-TURN OUT

SHEET NUMBER:
3 OF 15



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TURNING TRACKS
FOR
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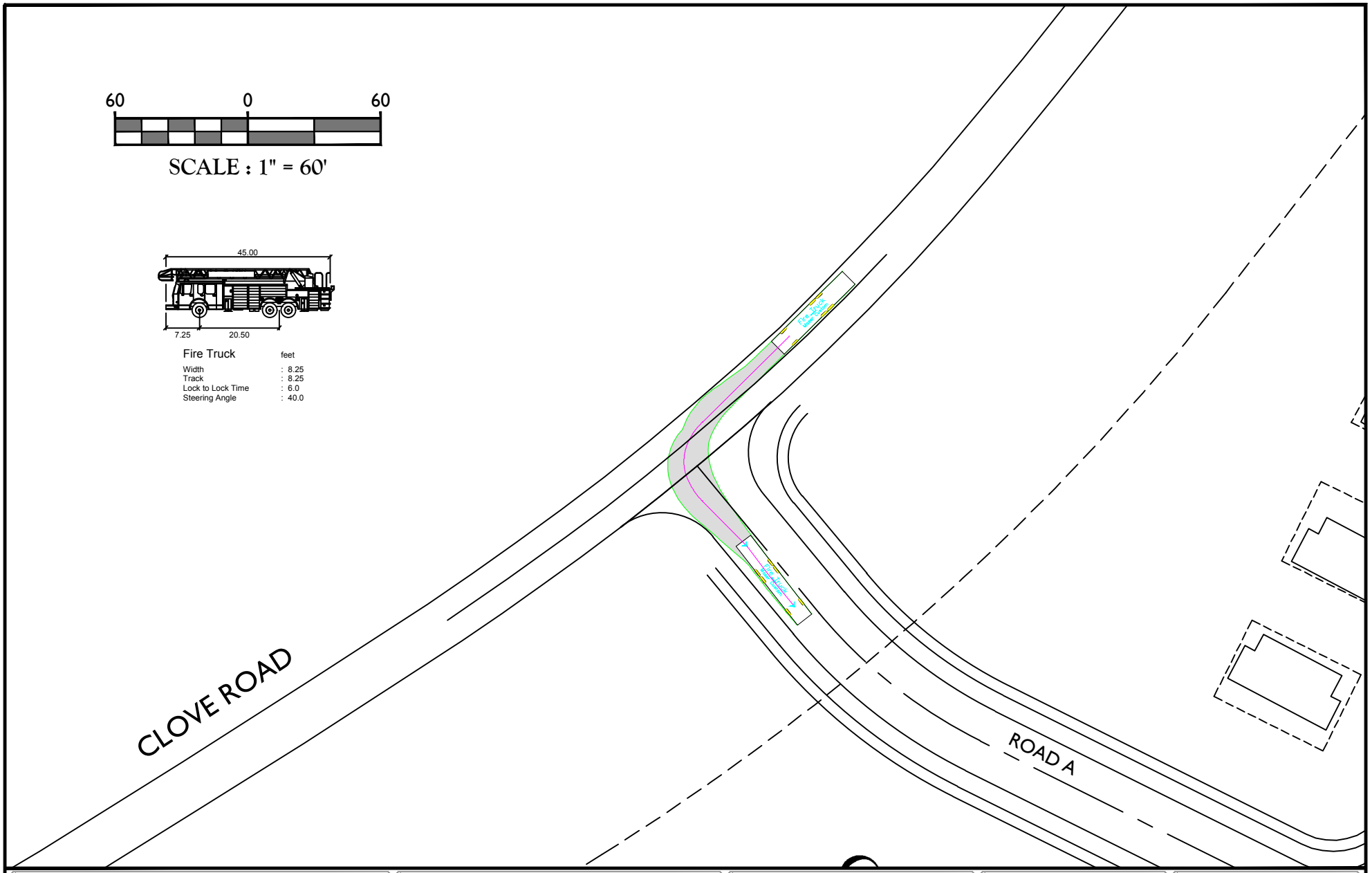
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN OUT

SHEET NUMBER:
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TURNING TRACKS
FOR
CLOVEWOOD

CLOVE ROAD &
PROPOSED SITE
DRIVEWAY (ROAD A)
SOUTH BLOOMING GROVE
ORANGE COUNTY
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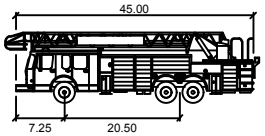
PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
LEFT-TURN IN

SHEET NUMBER:
5 OF 15

60 0 60

SCALE : 1" = 60'



Fire Truck feet

Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

CLOVE ROAD

ROAD A

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TURNING TRACKS
FOR
CLOVEWOOD

CLOVE ROAD &
PROPOSED SITE
DRIVEWAY (ROAD A)
SOUTH BLOOMING GROVE
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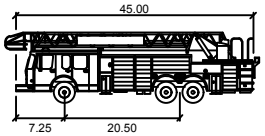
PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN IN

SHEET NUMBER:
6 OF 15

60 0 60

SCALE : 1" = 60'



Fire Truck feet

Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

CLOVE ROAD

ROAD A

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TURNING TRACKS
FOR
CLOVEWOOD

CLOVE ROAD &
PROPOSED SITE
DRIVEWAY (ROAD A)
SOUTH BLOOMING GROVE
ORANGE COUNTY
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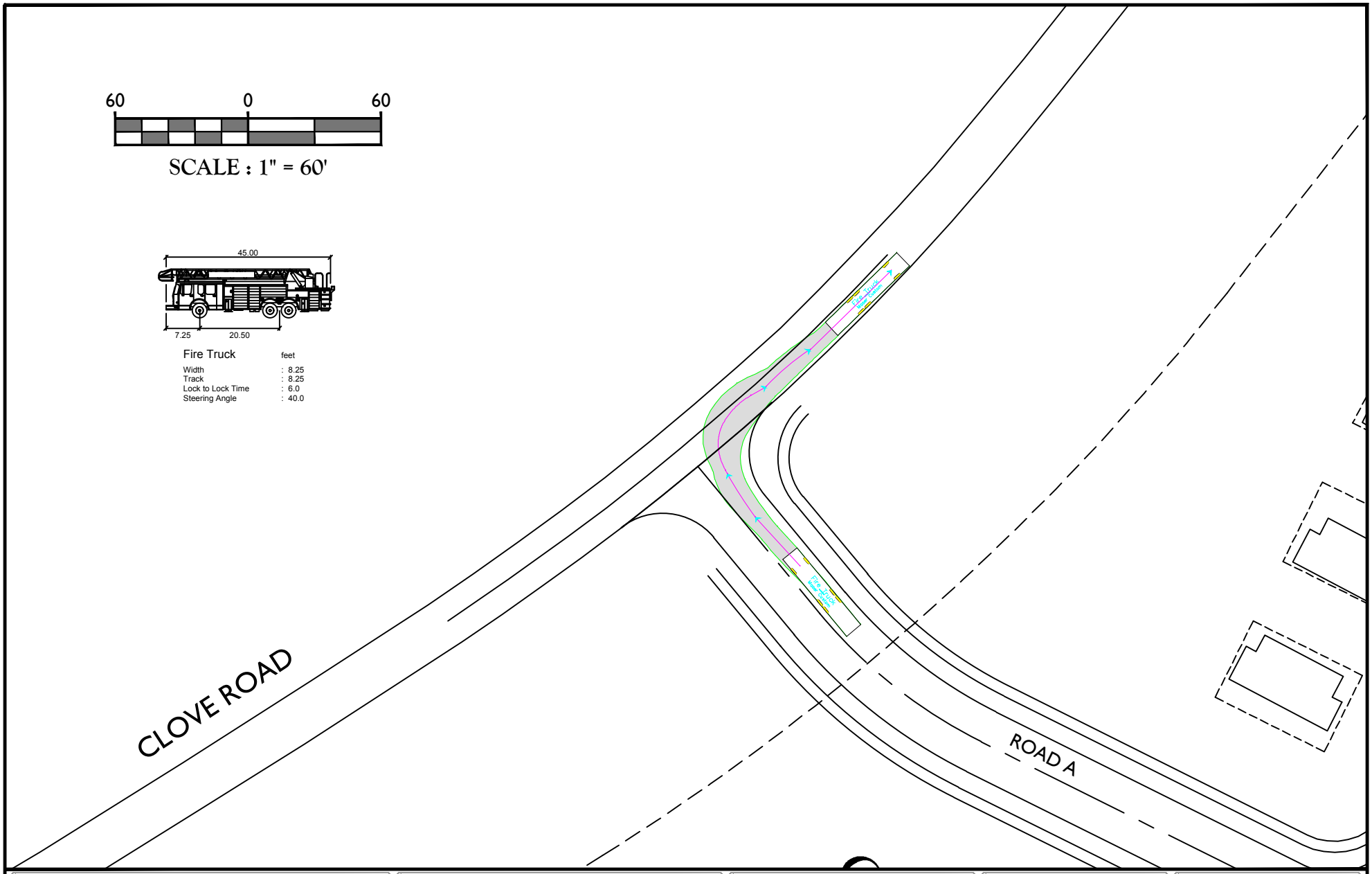
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
LEFT-TURN OUT

SHEET NUMBER:
7 OF 15



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TURNING TRACKS
FOR
CLOVEWOOD

CLOVE ROAD &
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DRIVEWAY (ROAD A)
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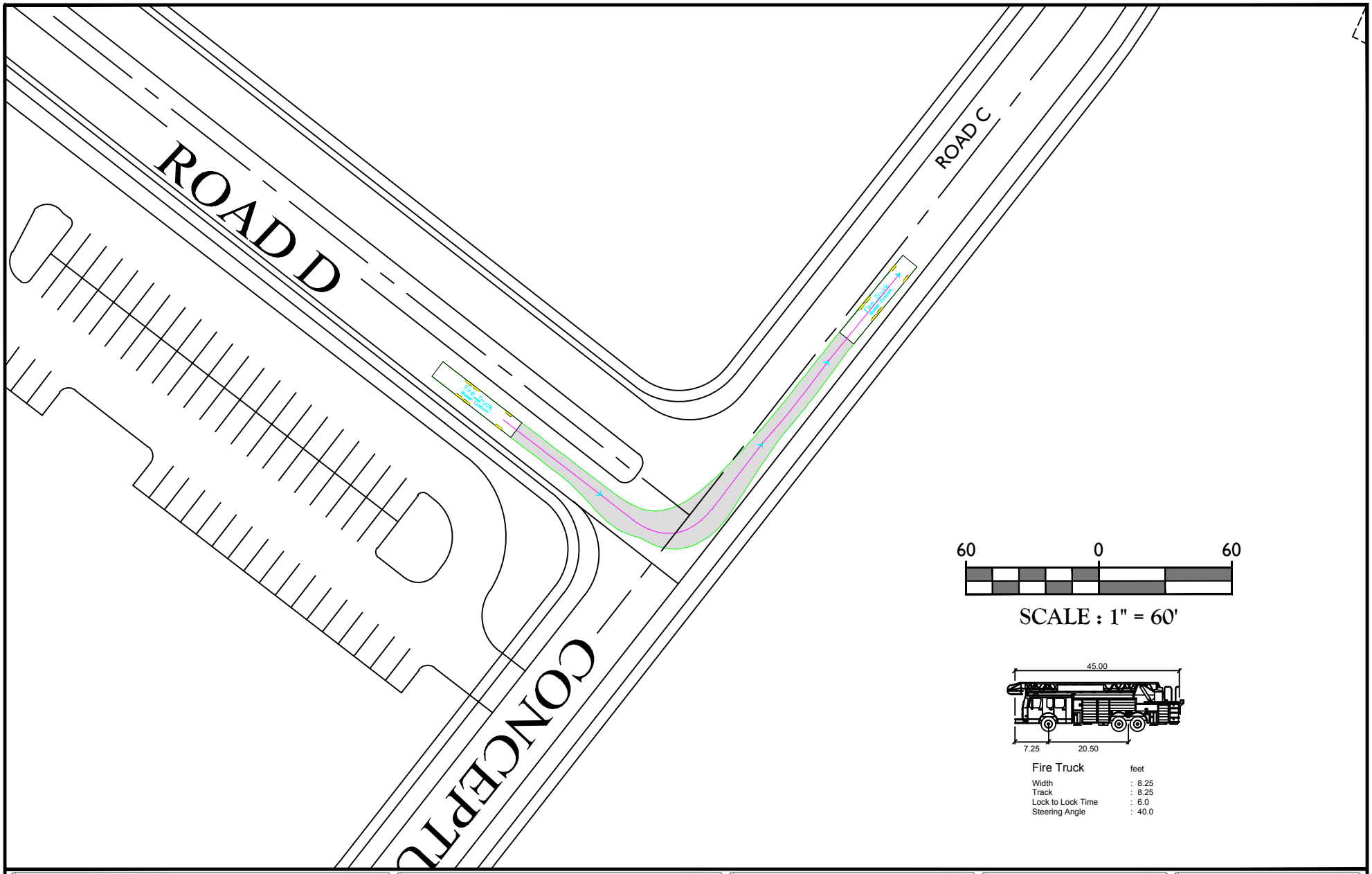
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN OUT

SHEET NUMBER:
8 OF 15



60 0 60

SCALE : 1" = 60'

Fire Truck	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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TURNING TRACKS
FOR
CLOVEWOOD

PROPOSED SITE
DRIVEWAY (ROAD D) &
PROPOSED ROAD C
SOUTH BLOOMING GROVE
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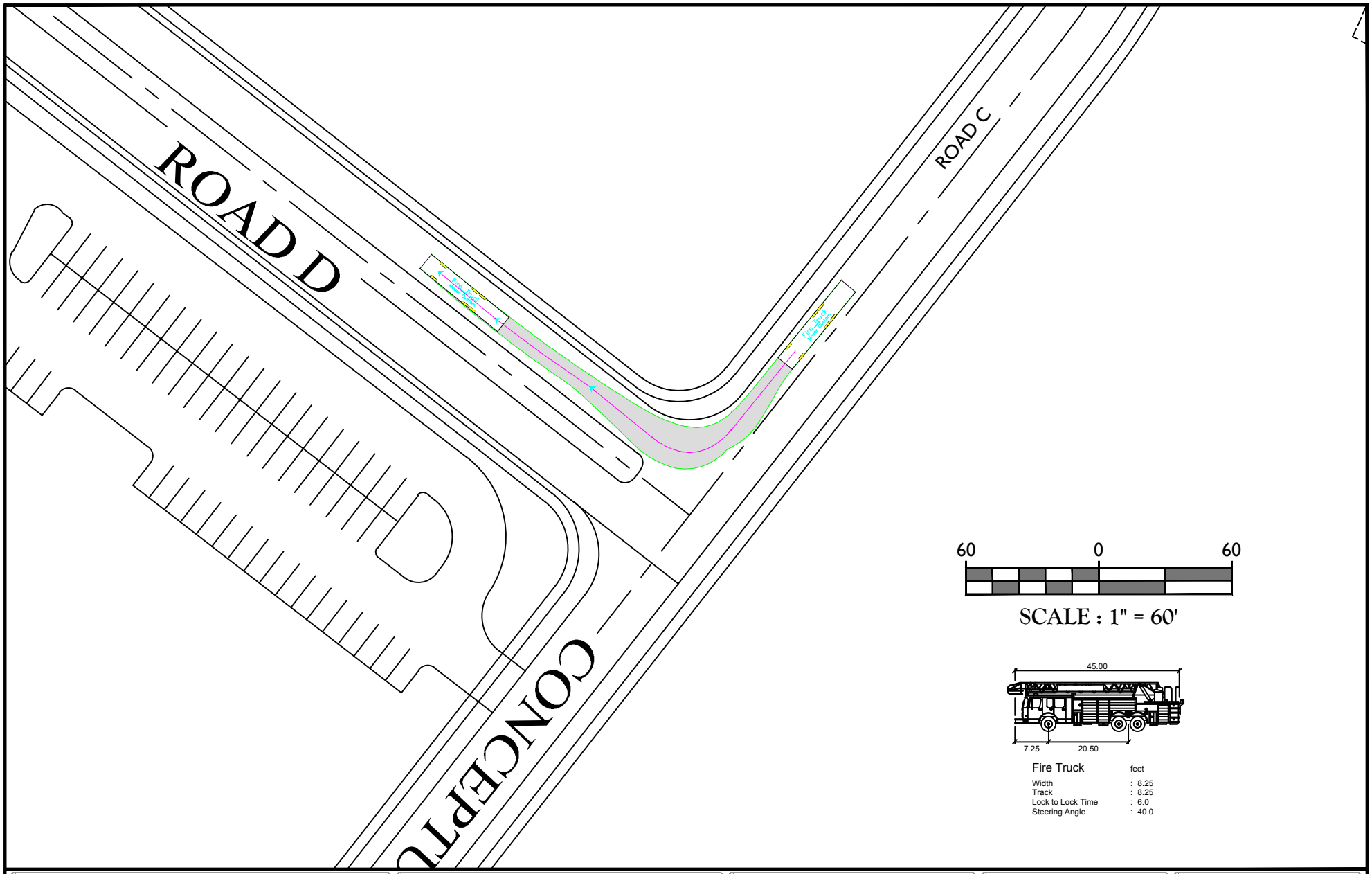
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
LEFT-TURN IN

SHEET NUMBER:
9 OF 15



60 0 60

SCALE : 1" = 60'

Fire Truck	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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TURNING TRACKS
FOR
CLOVEWOOD

PROPOSED SITE
DRIVEWAY (ROAD D) &
PROPOSED ROAD C
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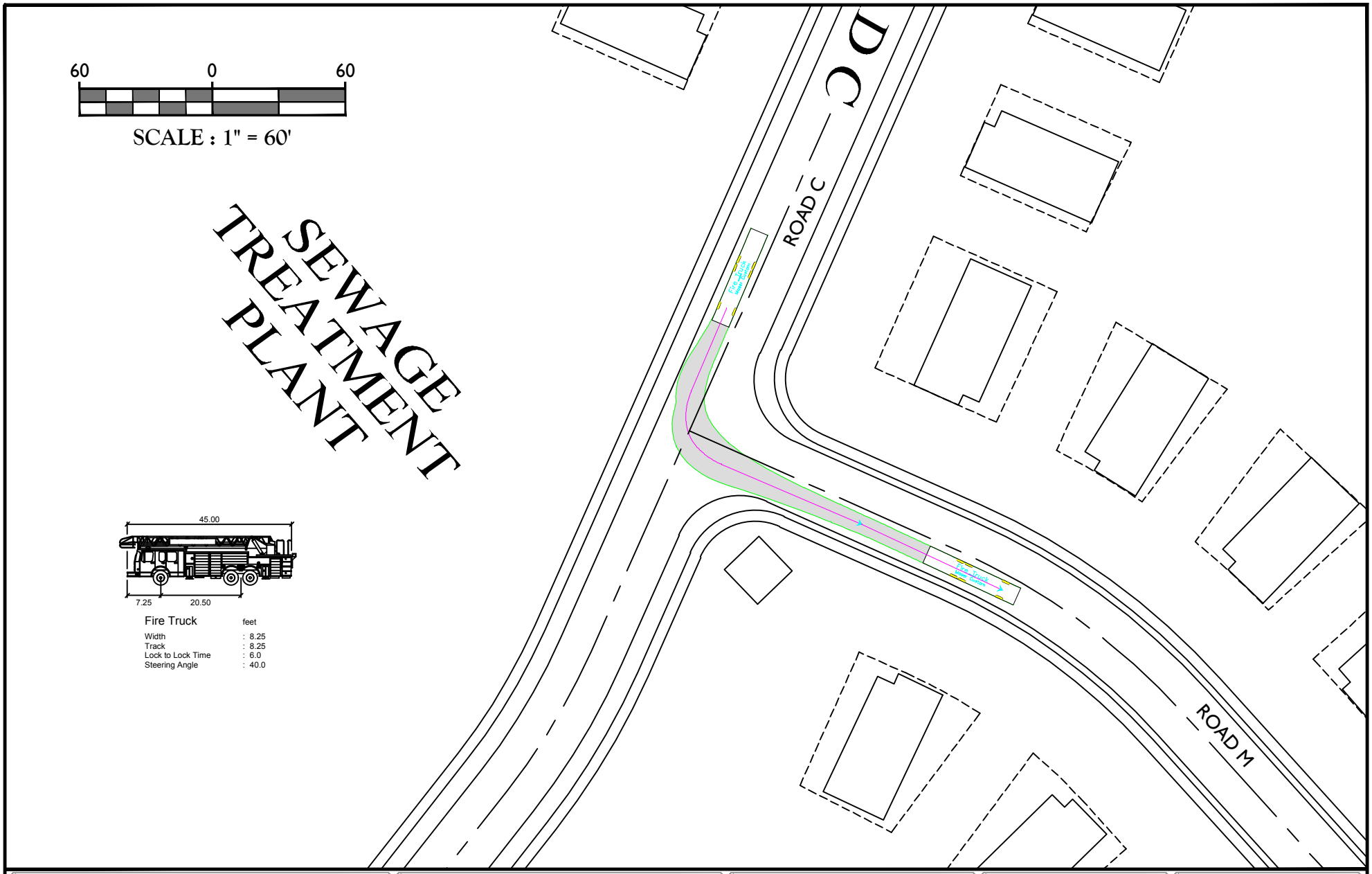
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PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN OUT

SHEET NUMBER:
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TURNING TRACKS
FOR
CLOVEWOOD

TYPICAL INTERNAL
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SOUTH BLOOMING GROVE
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PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
LEFT-TURN IN

SHEET NUMBER:
11 OF 15

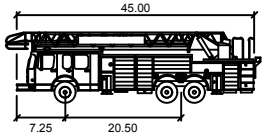
60 0 60

SCALE : 1" = 60'

SEWAGE TREATMENT PLANT

ROAD C

ROAD M



Fire Truck	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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TURNING TRACKS
FOR
CLOVEWOOD

TYPICAL INTERNAL
"T" INTERSECTION
SOUTH BLOOMING GROVE
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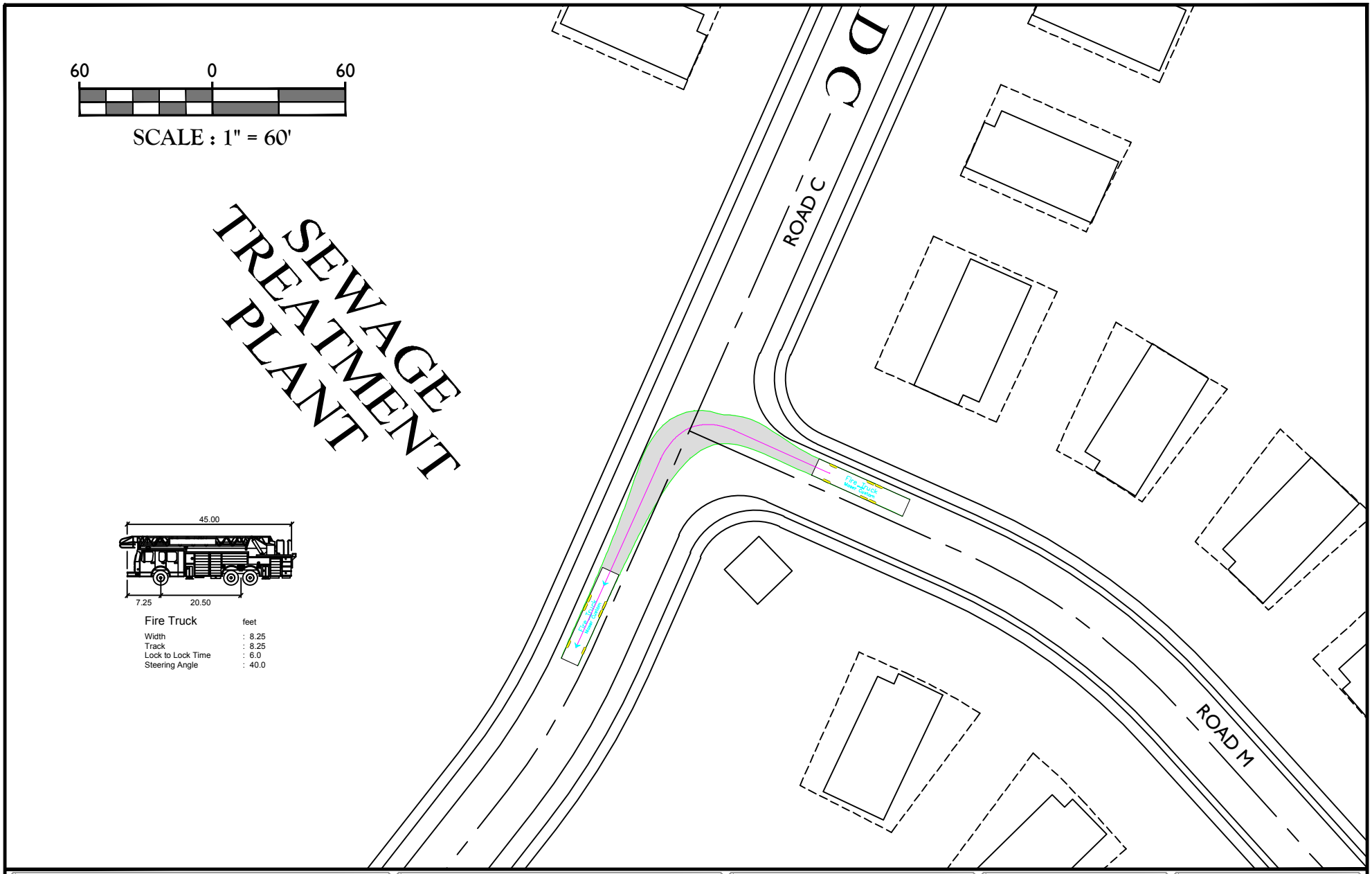
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
RIGHT-TURN IN

SHEET NUMBER:
12 OF 15



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- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

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TURNING TRACKS
FOR
CLOVEWOOD

TYPICAL INTERNAL
"T" INTERSECTION
SOUTH BLOOMING GROVE
ORANGE COUNTY
NEW YORK

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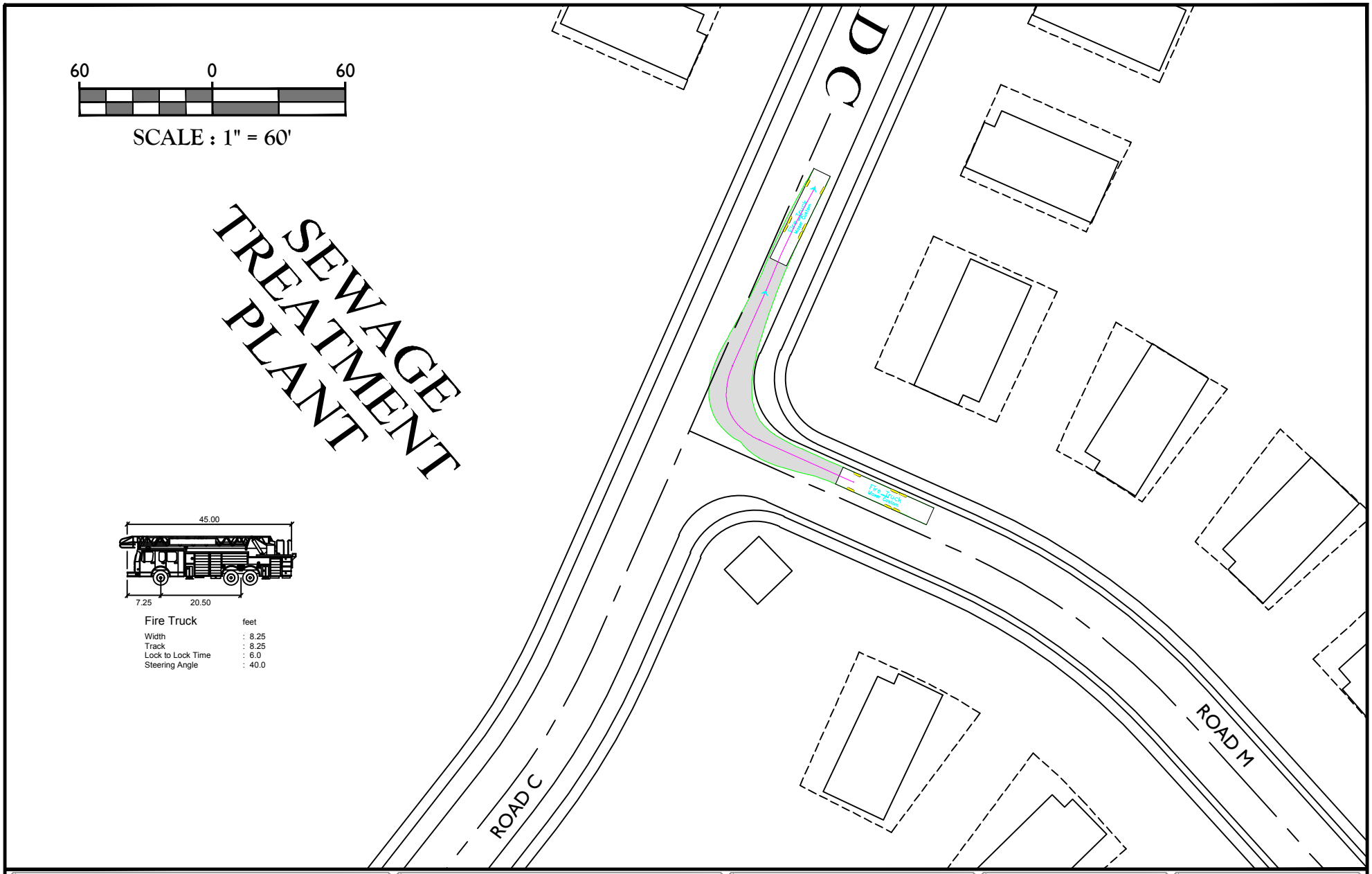
TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	2/1/2018	N.S.T.	P.J.G.

PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
LEFT-TURN OUT

SHEET NUMBER:
13 OF 15



Fire Truck	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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- Orlando, FL
- Miami, FL
- Sterling, VA
- Norfolk, VA
- Albuquerque, NM
- Charlotte, NC

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TURNING TRACKS
FOR
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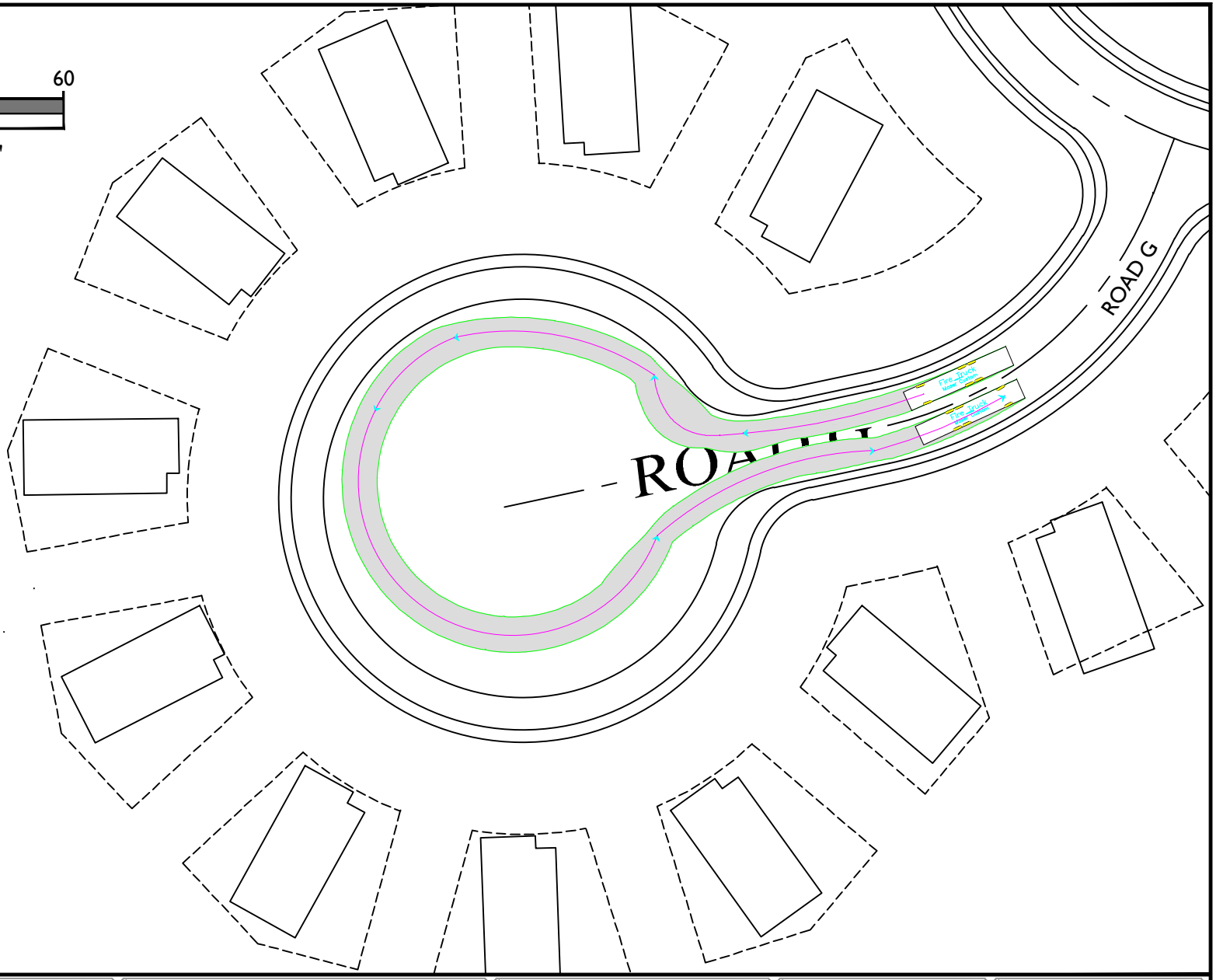
PROJECT NUMBER: 13001417B
DRAWING NAME: R-TURN-TRCK

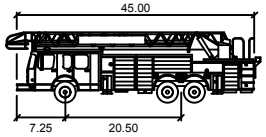
SHEET TITLE:
RIGHT-TURN OUT

SHEET NUMBER:
14 OF 15

60 0 60

SCALE : 1" = 60'





Fire Truck	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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TURNING TRACKS
FOR
CLOVEWOOD

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SOUTH BLOOMING GROVE
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DRAWING NAME: R-TURN-TRCK

SHEET TITLE:
CUL DE SAC IN/OUT

SHEET NUMBER:
15 OF 15

CLOVEWOOD

Draft Environmental Impact Statement

J-3
NYSDOT Correspondence

Community Planning Consultants
CPC
P.O. Box 2020, Monroe New York 10949
Tel: (845) 774 · 8000 | cpcnynj@gmail.com

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VILLAGE OF SOUTH BLOOMING GROVE
JUL 03 2018
RECEIVED

LETTER OF TRANSMITTAL

To: Mr. Jason Brenner, E.I.T.
Assistant Engineer
New York State Dept. of Transportation
112 Dickson Street
Newburgh, NY 12550

Date: June 29, 2018 | Job No.: 13001417B

Re: Clovewood

WE ARE SENDING YOU:

[X] **Attached** [ ] **Under separate cover** _____ **the following items:**

[ ] **Shop Drawings** [ ] **Prints** [ ] **Plans**
[ ] **Samples** [ ] **Specifications** [ ] **Copy of Letter**
[ ] **Change order**

COPIES	DATE	NO.	Description
	6/29/18		Letter from Philip Grealy (Response to the NYSDOT 3/10/18 letter)
	3/10/18		Copy of NYSDOT Letter
	6/14/18		Sight Distance Table No. SD-1
			Speed Table
			Aerials (4 pages)
	6/14/18		Signal Warrant Tables W-1 & W-2
	4/30/18		Home Sites and Floor Plans
			Drainage Plans (81 pages)
			CD containing electronic copies of everything above

THESE ARE TRANSMITTED as checked below:

[ ] **For approval** [ ] **Approved as submitted** [ ] **Resubmit copies for approval**
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[ ] **For review and comment**
[ ] **FOR BIDS DUE:** [ ] **PRINTS RETURNED AFTER LOAN TO US**

REMARKS:

Copy To: Simon Gelb **Signed: Philip J. Grealy, Ph.D., P.E.**

R:\Projects\2013\13001417B-Clovewood - 2016\Correspondence\OUT\180629PJG_Brenner_Transmittal.docx

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June 29, 2018

VIA EMAIL

Mr. Jason Brenner, E.I.T.
Assistant Engineer
New York State Dept. of Transportation
112 Dickson Street
Newburgh, NY 12550

VILLAGE OF SOUTH BLOOMING GROVE
JUL 03 2018
RECEIVED

Re: Clovewood, Route 208
SEQRA # 16-011; PIN # AW08.02.70S
MC Project No. 13001417B

Dear Mr. Brenner:

The following items are in response to the letter from you dated March 10, 2018. The items are responded to according to your review comments.

1. The supplied drainage maps don't appear to easily delineate the catchments or, more importantly, identify the Analysis Point #s, and the text portion of the SWPPP does not indicate where these points are, or which catchments drain to them. It should be clearly stated in the narrative and shown on the maps, including the proposed condition map where they are not even identified (last 2 pages, App F).

   Response: ***The drainage maps and narrative have been updated by the site engineer and copies of the maps are attached for review.***

2. Please complete a drainage report.

   Response: ***The drainage evaluation has been incorporated into the requested report format and is attached.***

3. Signal Warrant Analysis is required on Route 208 and Mountain Road.

   Response: ***The requested signal warrant analysis is summarized in the attached Table No. TSW-1.***

4. Left-Turn Analysis is required for the eastbound and westbound ramps for Route 17 on Route 208.

   Response: ***The left turn lane analysis was included in the Synchro analysis for both Route 17 ramp intersections with NYS Route 208 are included in the attached Synchro files labeled with improvements for the No-Build and Build conditions.***

5. Please include on your next submission a full set of plans that include a typical floor plan of houses/apartments being built, driveway profile and a full drainage of the site.

   Response: ***A typical floor plan for the houses/apartment dwelling units is attached to the site plan set. The drainage report accounts for full drainage of the site.***

6. Timing setting input in Synchro does not match the Traffic Control Specifications for Signal 0-168 at Route 208 and 17WB ramp, please correct existing and no build Synchro models to match the Traffic Control Specifications.

   Response: ***The signal timing settings have been updated in the Synchro model at this location to reflect current conditions for the existing conditions. Note that the No-Build conditions also includes recommended future timing settings.***

7. Signal 0-139 (Route 208 and Route 94) and Signal 0-107(Route 208 and Duelk Ave.) are missing pedestrian timing. Please correct existing and no build Synchro models to match the Traffic Control Specifications.

   Response: ***The pedestrian timings have been added at both locations in the updated Synchro models.***

8. Signal 0-223 at Route 208 and Hudson Rd/Mountain Lodge Rd should be considered in the system of intersections.

   Response: ***This intersection was not required to be studied as part of the adopted scope for the proposed project. The project is not expected to add a significant increase in traffic volumes at this location. During peak periods, the increase over No-Build conditions is expected to be approximately 2%.***

9. Driveway intersection site distance are not to NYSDOT standards and if a relocation of the driveway cannot be accommodated we recommend only rights in rights out from the driveway.

Response: ***The sight distances shown on the revised site plan summarizes the required sight distances for the 85th percentile speeds consistent with NYSDOT Standards.***

10. Please provide all Synchro files on your ne submission on a CD.

Response: ***The Synchro files for the network for Existing, No-Build, and Build conditions are included on the attached CD.***

11. The Permit Applicant will be required to provide Consultant Inspection services by a qualified Professional Engineering firm experienced in capital highway work to provide quality assurance for all work performed in the State right-of-way. Proposed consultant inspection staffing, resumes, and construction schedule shall be submitted for NYSDOT review and acceptance prior to permit issuance. Please refer to the attached *Construction Inspection Requirements for* Highway Work Permits for guidance regarding the required inspection work.

Response: ***The Applicant acknowledges that Consultant Inspection Services will be required as part of the Highway Work Permit conditions.***

12. Route 27 and Route 208 mitigation improvement will need to be completed under the permit work unless the municipality project advances on a similar time frame.

Response: ***Comment noted. This will be coordinated with the Village, County, and NYSDOT as part of the overall Highway Work Permit process.***

13. In an effort to enhance the Regional capabilities of managing traffic flow, providing real-time traffic data, minimizing delay and reducing congestion, the Region will be installing communication capabilities to all Region 8 traffic signals.

Response: ***Comment noted. The communication capabilities will be included at the site access traffic signal if that improvement alternative is chosen by the Department as part of the final Highway Work Permit.***

14. Effective immediately, the scope of work on all Capital Projects that include signal modification (at Pre-PSE Stage or earlier), shall be expanded to include the connection of the traffic signal to the Advanced Traffic Management System (ATMS) network by either a cable modem (preferred) or by a cellular modem (acceptable). Also, all signalized work under a Highway Work Permit will follow this guidance.

    Response: This requirement will be included in the design/construction drawings, which will be provided for as part of the Highway Work Permit issuance.

15. It is envisioned that critical, congested corridors must be addressed as a system where work is proposed. For more information or specific details, the Regional Signal Section should be contacted at (845) 437-3396.

    Response: Comment noted. This contact will be coordinated under the Highway Work Permit.

16. Sidewalk must comply with current ADA requirements. The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public Right-of-Way are ADA compliant. Please refer to Engineering Directive ED15-004. The applicant will need to provide inspection services as indicated.

    Response: The Highway Work Permit design drawings will comply with this requirement.

17. **Engineering Directive ED15-004 - Design. Construction and Inspection of Pedestrian Facilities in the Public Right of Way**

    The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public right of way are ADA compliant. Please refer to engineering directive ED15-004. When submitting proposed permit projects for NYSDOT review, the applicant's engineer will need to include a letter or statement within the transmittal letter that the submitted design is compliant with ED15-004 and all other applicable codes, standards, and specifications. The applicant will also need to provide inspection services as indicated. In particular, the applicant's engineer will perform the required pre-pour concrete form inspection, completed construction inspection, and submit a signed, sealed document confirming compliance with ED15-004 and all other applicable codes, standards, and specifications. In instances where nonstandard features cannot be avoided a justification form will need to be completed under the

process promulgated under the Highway Design Manual Chapter 2 (Refer to Exhibit 2-15A).

Response: ***These requirements will be included as part of the Construction Inspection process of the Highway Work Permit.***

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/ces
Enclosures

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PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Acting Regional Director

VILLAGE OF SOUTH BLOOMING GROVE
JUL 03 2018
RECEIVED

March 10, 2018

Philip Grealy
Maser Consulting P.A.
11 Bradhurst Ave.
Hawthorne, NY 10532

Re: NYSDOT SEQRA# 16-011
PIN# AW08.02.70S
Clovewood, Route 208
S. Blooming Grove, Orange County

Dear Mr. Grealy:

We have completed our review of your submission, dated April 5, 2018. We have the following comments to offer:

- The supplied drainage maps don't appear to easily delineate the catchments or, more importantly, identify the Analysis Point #s, and the text portion of the SWPPP does not indicate where these points are, or which catchments drain to them. It should be clearly stated in the narrative and shown on the maps, including the proposed condition map where they are not even identified (last 2 pages, App F).
- Please complete a drainage report.
- Signal Warrant Analysis is required on Route 208 and Mountain Road.
- Left-Turn Analysis is required for the eastbound and westbound ramps for Route 17 on Route 208.
- Please include on your next submission a full set of plans that include a typical floor plan of houses/apartments being built, driveway profile and a full drainage of the site.
- Timing setting input in Synchro does not match the Traffic Control Specifications for Signal O-168 at Route 208 and 17WB ramp, please correct existing and no build Synchro models to match the Traffic Control Specifications.
- Signal O-139 (Route 208 and Route 94) and Signal O-107(Route 208 and Duelk Ave.) are missing pedestrian timing. Please correct existing and no build Synchro models to match the Traffic Control Specifications.
- Signal O-223 at Route 208 and Hudson Rd/Mountain Lodge Rd should be considered in the system of intersections.
- Driveway intersection site distance are not to NYSDOT standards and if a relocation of the driveway cannot be accommodated we recommend only rights in rights out from the driveway.
- Please provide all Synchro files on your next submission on a CD.
- The Permit Applicant will be required to provide Consultant Inspection services by a qualified Professional Engineering firm experienced in capital highway work to provide quality assurance for all work performed in the State right-of-way. Proposed consultant inspection staffing, resumes, and construction schedule shall be submitted for NYSDOT review and acceptance prior to permit issuance. Please refer to the attached *Construction Inspection Requirements for* Highway Work Permits for guidance regarding the required inspection work.

- Route 27 and Route 208 mitigation improvement will need to be completed under the permit work unless the municipality project advances on a similar time frame.

- In an effort to enhance the Regional capabilities of managing traffic flow, providing real-time traffic data, minimizing delay and reducing congestion, the Region will be installing communication capabilities to all Region 8 traffic signals.

Effective immediately, the scope of work on all Capital Projects that include signal modification (at Pre-PSE Stage or earlier), shall be expanded to include the connection of the traffic signal to the Advanced Traffic Management System (ATMS) network by either a cable modem (preferred) or by a cellular modem (acceptable). Also, all signalized work under a Highway Work Permit will follow this guidance.

It is envisioned that critical, congested corridors must be addressed as a system where work is proposed. For more information or specific details, the Regional Signal Section should be contacted at (845) 437-3396.

- Sidewalk must comply with current ADA requirements. The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public Right-of-Way are ADA compliant. Please refer to Engineering Directive ED15-004. The applicant will need to provide inspection services as indicated.

    - **Engineering Directive ED15-004** - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way
      The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public right of way are ADA compliant. Please refer to engineering directive ED15-004. When submitting proposed permit projects for NYSDOT review, the applicant's engineer will need to include a letter or statement within the transmittal letter that the submitted design is compliant with ED15-004 and all other applicable codes, standards, and specifications. The applicant will also need to provide inspection services as indicated. In particular, the applicant's engineer will perform the required pre-pour concrete form inspection, completed construction inspection, and submit a signed, sealed document confirming compliance with ED15-004 and all other applicable codes, standards, and specifications. In instances where nonstandard features cannot be avoided a justification form will need to be completed under the process promulgated under the Highway Design Manual Chapter 2 (Refer to Exhibit 2-15A).

Very truly yours,

Jason Brenner

Jason Brenner, E.I.T
Assistant Engineer

cc: Siby Zachariah, Permit Engineer, Residency 8-4
Simon Gelb
Village of South Blooming Grove
Village of Monroe Town Board
Orange County Planning Board

VILLAGE OF SOUTH BLOOMING GROVE
JUL 03 2018
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TABLE NO. SD-1

NYS ROUTE 208 & PROPOSED SITE ACCESS DRIVEWAY

SIGHT DISTANCE SUMMARY TABLE				
			AASHTO SIGHT DISTANCES	
		AVAILABLE SIGHT DISTANCE (2)	STOPPING SIGHT DISTANCE	INTERSECTION SIGHT DISTANCE
LEFT TURN FROM SITE ACCESS	LOOKING LEFT	580 FT.	495 FT.	610 FT.
	LOOKING RIGHT	745 FT.	495 FT.	530 FT.
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	525 FT.	495 FT.	445 FT.
	REAR END	720 FT.	495 FT.	-

NOTES:

1) AASHTO SIGHT DISTANCES ARE BASED ON 55 MPH DESIGN SPEED ALONG NYS ROUTE 208 IN THE VICINITY OF THE PROPOSED SITE ACCESS LOCATION. NOTE THAT THE 85TH PERCENTILE SPEED WAS OBSERVED AT 53 MPH.
2) SIGHT LINES SHOWN WILL REQUIRE SOME VEGETATIVE CLEARING WITHIN THE EXISTING RIGHT-OF-WAY AND/OR LANDS CONTROLLED BY THE DEVELOPMENT.

Left-turn @ 53 mph = 585'

Right-turn @ 53 mph = 510'

Maser Consulting
11 Bradhurst Avenue
Hawthorne, NY 10532

Project: CLOVEWOOD
Location: BLOOMING GROVE, NY
MC Job No. 13001417B

Site Code: 13001417 555
NYS ROUTE 208 (NORTH OF SHANNON LANE &
SOUTH OF SUNOCO GAS STATION DRIVEWAY)
Latitude: 0' 0.0000 Undefined
Longitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/23/16	1	0	0	0	1	1	19	32	30	12	2	2	0	0	100	46-55	62
01:00	0	0	0	0	0	2	8	14	17	7	3	0	0	0	51	46-55	31
02:00	0	0	0	0	0	0	5	19	6	3	2	1	0	0	36	44-53	25
03:00	0	0	0	0	0	0	2	9	9	8	0	0	0	0	28	46-55	18
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21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	64	0	0	0	4	18	253	557	400	108	19	7	0	0	1430		
Percent	4.5%	0.0%	0.0%	0.0%	0.3%	1.3%	17.7%	39.0%	28.0%	7.6%	1.3%	0.5%	0.0%	0.0%			
AM Peak	07:00				08:00	07:00	08:00	07:00	07:00	07:00	09:00	07:00			07:00		
Vol.	24				2	5	69	130	85	17	4	3			324		
PM Peak																	
Vol.																	
Total	1467	5	6	12	119	1390	10349	21862	12452	2719	378	104	30	28	50921		
Percent	2.9%	0.0%	0.0%	0.0%	0.2%	2.7%	20.3%	42.9%	24.5%	5.3%	0.7%	0.2%	0.1%	0.1%			

15th Percentile :	42 MPH
50th Percentile :	47 MPH
85th Percentile :	53 MPH
95th Percentile :	56 MPH

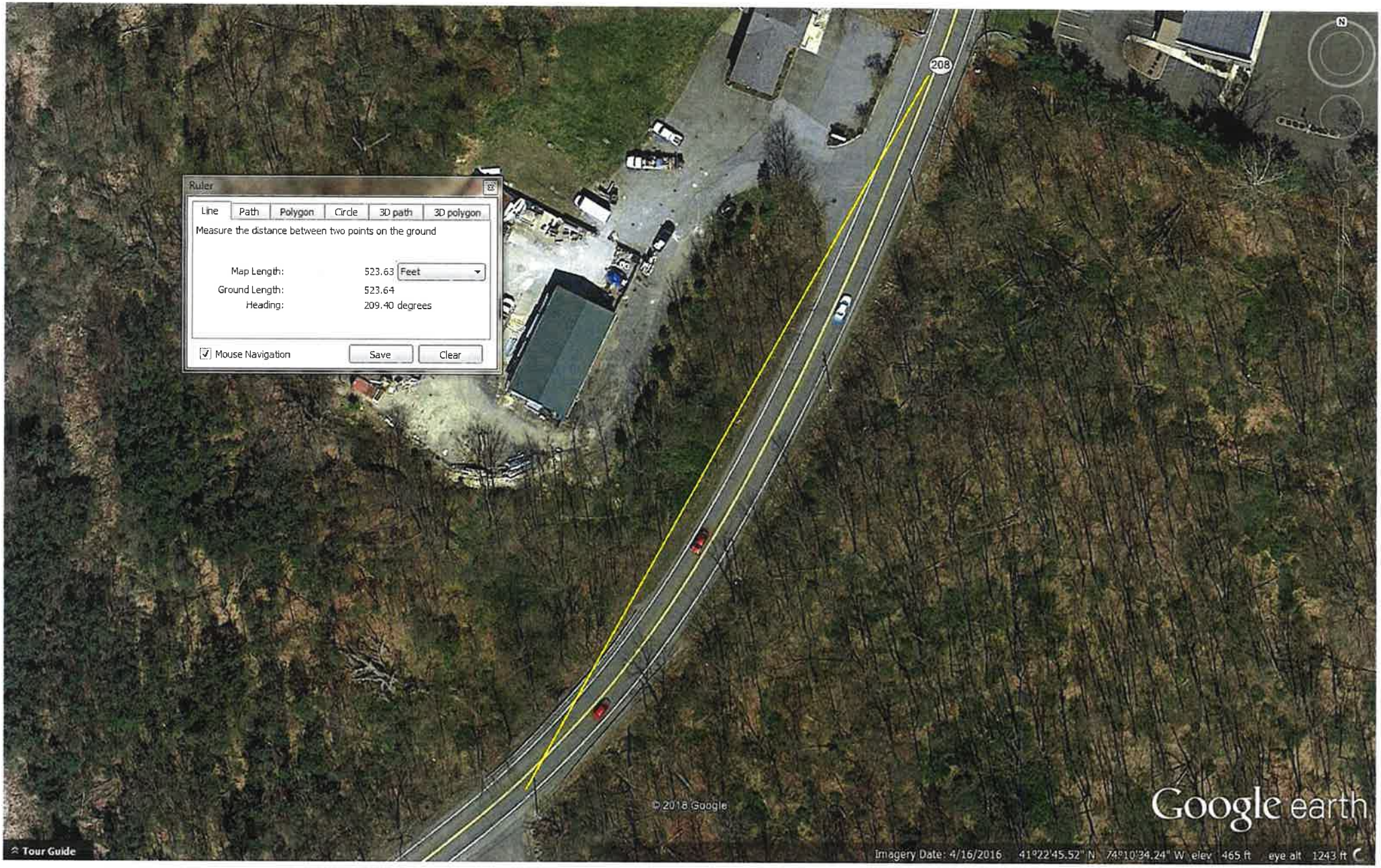
Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	34314
Percent in Pace :	67.4%
Number of Vehicles > 55 MPH :	3259
Percent of Vehicles > 55 MPH :	6.4%
Mean Speed(Average) :	47 MPH

VILLAGE OF SOUTH BLOOMING GROVE
JUL 03 2018
RECEIVED


Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between two points on the ground
Map Length: 576.91 Feet
Ground Length: 576.93
Heading: 34.06 degrees
Mouse Navigation
Save
Clear
208
© 2018 Google
Google earth
Tour Guide
Imagery Date: 4/16/2016 41°22'45.48" N 74°10'35.70" W elev 478 ft eye alt 1312 ft


Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between two points on the ground
Map Length: 744.91 Feet
Ground Length: 744.95
Heading: 185.22 degrees
Mouse Navigation
Save
Clear
Clove Rd
208
27
© 2018 Google
Google earth
Tour Guide
Imagery Date: 4/16/2016 41°22'46.94" N 74°10'31.47" W elev 465 ft eye alt 1643 ft


Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between two points on the ground
Map Length: 523.63 Feet
Ground Length: 523.64
Heading: 209.40 degrees
Mouse Navigation
Save
Clear
208
© 2018 Google
Google earth
Tour Guide
Imagery Date: 4/16/2016 41°22'45.52" N 74°10'34.24" W elev 465 ft eye alt 1243 ft

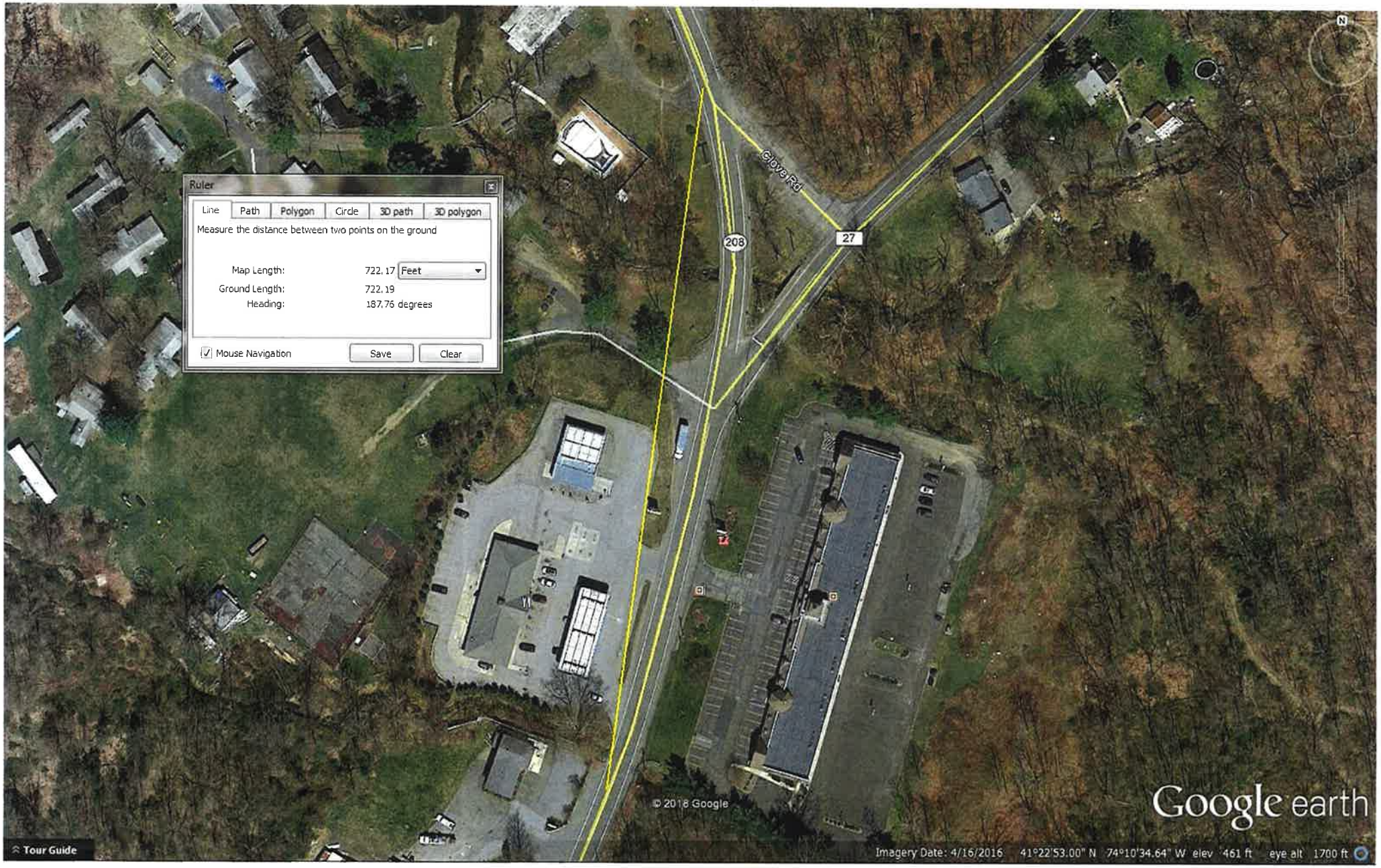

Ruler
Line
Path
Polygon
Circle
3D path
3D polygon
Measure the distance between two points on the ground
Map Length: 722.17 Feet
Ground Length: 722.19
Heading: 187.76 degrees
Mouse Navigation
Save
Clear
Glover Rd
208
27
© 2018 Google
Google earth
Tour Guide
Imagery Date: 4/16/2016 41°22'53.00" N 74°10'34.64" W elev 461 ft eye alt 1700 ft

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 6/14/18

VOLUME BASIS..... 2015 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?----->	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	140	6	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	82	2	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	53	2	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	68	1	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	187	4	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	497	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
06:00 AM	850	36	350	105	525	53	280	84	420	42	NO	NO	NO	NO
07:00 AM	1160	68	350	105	525	53	280	84	420	42	NO	YES	NO	YES
08:00 AM	1369	101	350	105	525	53	280	84	420	42	NO	YES	YES	YES
09:00 AM	959	85	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	830	82	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	828	76	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	863	57	350	105	525	53	280	84	420	42	NO	YES	NO	YES
01:00 PM	845	65	350	105	525	53	280	84	420	42	NO	YES	NO	YES
02:00 PM	960	59	350	105	525	53	280	84	420	42	NO	YES	NO	YES
03:00 PM	1118	71	350	105	525	53	280	84	420	42	NO	YES	NO	YES
04:00 PM	1311	98	350	105	525	53	280	84	420	42	NO	YES	YES	YES
05:00 PM	1644	82	350	105	525	53	280	84	420	42	NO	YES	NO	YES
06:00 PM	1214	58	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 PM	983	45	350	105	525	53	280	84	420	42	NO	NO	NO	YES
08:00 PM	766	35	350	105	525	53	280	84	420	42	NO	NO	NO	NO
09:00 PM	617	27	350	105	525	53	280	84	420	42	NO	NO	NO	NO
10:00 PM	405	21	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**0**	**12**	**3**	**13**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.



TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 6/14/18

VOLUME BASIS..... 2015 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	140	6					NO	NO
01:00 AM	82	2					NO	NO
02:00 AM	53	2					NO	NO
03:00 AM	68	1					NO	NO
04:00 AM	187	4					NO	NO
05:00 AM	497	8					NO	NO
06:00 AM	850	36					NO	NO
07:00 AM	1160	68					YES	NO
08:00 AM	1369	101					YES	YES
09:00 AM	959	85					YES	YES
10:00 AM	830	82					YES	NO
11:00 AM	828	76					YES	NO
12:00 PM	863	57					YES	NO
01:00 PM	845	65					YES	YES
02:00 PM	960	59					YES	YES
03:00 PM	1118	71					YES	YES
04:00 PM	1311	98					YES	YES
05:00 PM	1644	82					YES	YES
06:00 PM	1214	58					YES	YES
07:00 PM	983	45					YES	NO
08:00 PM	766	35					NO	NO
09:00 PM	617	27					NO	NO
10:00 PM	405	21					NO	NO
			SEE FIGURE 4C-2		SEE FIGURE 4C-4			

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	13	8
TOTAL HOURS NEEDED TO SATISFY	4	1

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED

VILLAGE OF SOUTH BLOOMING GROVE
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Home Sites and Floor Plans are found in Section 2.20 of the DEIS

Index of the 24 x 36 Plates included in the response submitted to NYSDOT on 6/29/18:

- Clovewood Site Plan Review Package can be found in Appendix A & D and Figure 3113 of the DEIS

C 1:	Overall Development Plan
X 1:	Existing Conditions Map
EC 1:	Conception Erosion Control Plan
L 1 & L 2:	Preliminary Lighting Plan
L 3:	Preliminary Landscaping Plan
U 1, U 2 & U 3:	Preliminary Utility Plan
OC 1:	County Road Entrance Plan
B101:	Soil Boring Locations

- The Following Plates can be found in the plans sheets of Appendix A of the DEIS:

Clovewood Preliminary Grading & Drainage Plans
(44 Plan Sheets – G 1 through G 44)

Clovewood Preliminary Road Profiles
(26 Plan Sheets – Roads A through M)

P A1 through P A5:	Preliminary Road A Profile
P B1, P B2, & P B3:	Preliminary Road B Profile
P C1, P C2, & P C3:	Preliminary Road C Profile
P DG1:	Preliminary Road D & G Profile
P E1 & P E2:	Preliminary Road E Profile
P F1 & P F2:	Preliminary Road F Profile
P H1(two pages):	Preliminary Road H Profile
P I1 & I2:	Preliminary Road I Profile
P J1 & J2:	Preliminary Road J Profile
P K1:	Preliminary Road K Profile
P L1 & P L2:	Preliminary Road L Profile
P M1:	Preliminary Road M Profile

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Landscape Architects
Environmental Scientists

400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

LETTER OF TRANSMITTAL

To: Mr. Jason Brenner, E.I.T.
Assistant Engineer
New York State Dept. of Transportation
112 Dickson Street
Newburgh, NY 12550

Date: August 20, 2018	Job No.: 13001417B
Re: Clovewood	

WE ARE SENDING YOU:

[X] **Attached** [ ] **Under separate cover** _____ **the following items:**

[ ] **Shop Drawings** [ ] **Prints** [ ] **Plans**
[ ] **Samples** [ ] **Specifications** [ ] **Copy of Letter**
[ ] **Change order**

COPIES	DATE	NO.	Description
	8/20/18		Letter from Philip Grealy (Response to the NYSDOT 8/09/18 letter)
	8/09/18		Copy of NYSDOT Letter
	8/20/18		Table W-1 – Signal Warrant Analysis
			NYS Route 208/Proposed Site Access
			NYS Route 208/Clove Road
			NYS Route 208/Mountain Road
	8/20/18		SYNCHRO Analyses
			CD containing electronic copies of everything above

THESE ARE TRANSMITTED as checked below:

[ ] **For approval** [ ] **Approved as submitted** [ ] **Resubmit copies for approval**
[ ] **For your use** [ ] **Approved as noted** [ ] **Submit copies for distribution**
[ ] **As Requested** [ ] **Returned for corrections** [ ] **Returned corrected prints**
[ ] **For review and comment**
[ ] **FOR BIDS DUE:** [ ] **PRINTS RETURNED AFTER LOAN TO US**

REMARKS:

Copy To: Simon Gelb **Signed: Philip J. Grealy, Ph.D., P.E.**

R:\Projects\2013\13001417B-Clovewood - 2016\Correspondence\OUT\180820PJG_Brenner_Transmittal.docx

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Valhalla, NY 10595
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F: 914.347.7266
www.maserconsulting.com

August 20, 2018

VIA EMAIL

Mr. Jason Brenner, E.I.T.
Assistant Engineer
Regional Traffic and Safety Group
New York State Dept. of Transportation
112 Dickson Street
Newburgh, NY 12550

Re: SEQRA #: 16-011 – PIN #: AW08.02.70S
Clovewood, Route 208
Village of S. Blooming Grove, New York
MC Project No. 13001417B

Dear Mr. Brenner:

The following items are in response to the letter from you dated August 9, 2018. The items are responses to your review comments.

Please note that our address has changed from the address indicated on the letter. We are now located at:

400 Columbus Avenue, Suite 180E
Valhalla, NY 10595

Regarding Synchro Model Designs

- At the two intersections of Route 208 and Route 17/6 ramps, there are missing northbound through lanes. Update models with through lanes and extend Route 17/6 ramps to Route 208 northbound with a deceleration lane that tapers into northbound Route 208.

Response: ***The Synchro model graphic for the Route 208/Route 17 intersection has been updated to include the deceleration lane that tapers into Route 208 northbound from the off-ramp and to show the northbound through lane correctly.***

- Provide warrants for all new proposed locations of traffic signals. We do not have Synchro Warrants.

Response: ***A traffic signal is proposed at the site access connection to Route 208, unless the Department requires a roundabout. The traffic signal warrants analysis for this location is attached. Also, as part of the No-Build conditions, the need for possible signalization of Route 208/Mountain Road and Route 208/Clove Road were identified. Signal warrants summaries for these locations are also included for both the No-Build and Build conditions.***

- Lake Shore Drive and Route 208-The AM no build improvement #3 does not match your AM build improvement #3. Clarify if a signal is needed for this intersection.

Response: ***At the intersection of Route 208 and Lake Shore Drive, the intersection was analyzed with and without signalization. Based on the signal warrants, a signal is not warranted at this intersection. The AM No-Build and Build improvements #3 analyses for this location have been updated for consistency.***

- Near Mountain Road a hotel is being built south of the intersection and should be included in your next Synchro models/

Response: ***The access to the hotel near the Mountain Road intersection has been added to the Synchro models. However, it is noted that the now existing hotel access is located north of the Mountain Road intersection.***

Additional Comments

- Due to the chance of heavy pedestrian traffic for a Satmar Hasidic community, sidewalks along Route 208 should be considered. The community of Kiryas Joel should be considered as a study area for pedestrian traffic.

Response: ***Sidewalks will be provided if necessary along the frontage of Route 208 and in the vicinity of the existing shopping center. The site development includes an extensive sidewalk network to accommodate the internal pedestrian movements within the project. Other than access to the commercial facilities in the vicinity of the proposed access, including the gas station and shopping plaza, it is not anticipated that additional walking trips will occur***

along Route 208 from the project. The development is designed to be somewhat of a self-contained facility.

- Crosswalks, pedestrian signals, and sidewalks/ramps should be included at all signals or roundabouts being proposed within the project.

Response: ***As part of the final design of the intersections, crosswalks and pedestrian signals and appropriate ADA sidewalk ramps will all be included at the signalized intersections and/or roundabouts. These features will also be incorporated to those locations located within the project confines and this will be coordinated with the Village of South Blooming Grove as part of the site plan approval process.***

- Will there be any commercial buildings or expansions to the community planned?

Response: ***At this time, there are no commercial buildings proposed with the project, however the project is designed to connect to the existing commercial plaza located along Route 208. As the community develops, if community related retail is developed, this would reduce the number of trips destined off-site. Such modifications would be part of the future monitoring after the completion of the first 300 dwelling units.***

As additional details are developed, and more detailed sign plans are prepared, we will provide additional information for the Highway Work Permits.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/ces
Enclosures

r:\projects\2013\13001417b-clovewood - 2016\correspondence\out\180820pjg_brenner r2c ltr.docx

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Acting Regional Director

August 09, 2018

Philip Grealy, P.E., Ph.D.
Maser Consulting P.A.
11 Bradhurst Ave.
Hawthorne, New York 10532

Re: SEQRA #: 16-011 - PIN NO: AW08.02.70S
Clovewood Subdivision - Route 208
Village of S. Blooming Grove - Orange County

Dear Mr. P. Grealy, P.E., Ph.D.;

We have completed our reviewed of your submission, dated June 29, 2018. We have the following comments to offer:

Regarding your Synchro model designs:

- At the two intersections of Route 208 and Route 17/6 ramps, there are missing northbound through lanes. Update models with through lanes and extend Route 17/6 ramps to Route 208 northbound with a deceleration lane that tapers into northbound route 208.
- Provide warrants for all new proposed locations of traffic signals. We do not have Synchro Warrants.
- Lake Shore Drive and Route 208 - The AM no build improvement #3 does not match your AM build improvement #3. Clarify if a signal is needed for this intersection.
- Near Mountain Road a hotel is being built south of the intersection and should be included in your next Synchro models.

Additional Comments:

- Due to the chance of heavy pedestrian traffic for a Satmar Hasidic community, sidewalks along route 208 should be considered. The community of Kiryas Joel should be considered as a study area for pedestrian traffic.

- Crosswalks, pedestrian signals and sidewalks/ramps should be included at all signals or roundabouts being proposed within the project.

- Will there be any commercial buildings or expansions to the community planed?

If you have any further questions or concerns, please feel free to contact me at (845) 437-5144 or email me at Jason.Brenner@dot.ny.gov.

Very truly yours,

Jason Brenner

Jason Brenner, Assistant Engineer
Regional Traffic and Safety Group

cc: CPC LLC – Simon Gelb
P.O. Box 2020 * Monroe, New York 10949

Village of South Blooming Grove
811 Route 208 * Monroe, New York 10950

Village of Monroe Town Board
1465 Orange Turnpike - Lower Level * Monroe, New York 10950

Orange County Planning Board
124 Main Street * Goshen, New York 10924

Siby Zachariah, Permit Engineer, Residency 8-4
112 Dickson Street * Newburgh, New York 12550

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Proposed Site Access

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	141	30	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	88	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	58	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	99	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	270	26	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	602	57	350	105	525	53	280	84	420	42	NO	YES	NO	YES
06:00 AM	968	126	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 AM	1520	322	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	1355	274	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	1040	231	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 AM	909	174	350	105	525	53	280	84	420	42	YES	YES	YES	YES
11:00 AM	987	231	350	105	525	53	280	84	420	42	YES	YES	YES	YES
12:00 PM	1098	99	350	105	525	53	280	84	420	42	NO	YES	YES	YES
01:00 PM	1039	84	350	105	525	53	280	84	420	42	NO	YES	NO	YES
02:00 PM	1271	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
03:00 PM	1426	113	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1769	139	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	1953	166	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1668	144	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	1222	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 PM	946	93	350	105	525	53	280	84	420	42	NO	YES	YES	YES
09:00 PM	728	66	350	105	525	53	280	84	420	42	NO	YES	NO	YES
10:00 PM	468	53	350	105	525	53	280	84	420	42	NO	NO	NO	YES
TOTAL HOURS MEETING WARRANTS											**10**	**17**	**14**	**18**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Proposed Site Access

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	141	30					NO	NO
01:00 AM	88	17					NO	NO
02:00 AM	58	13					NO	NO
03:00 AM	99	17					NO	NO
04:00 AM	270	26					NO	NO
05:00 AM	602	57					NO	NO
06:00 AM	968	126					NO	NO
07:00 AM	1520	322					YES	NO
08:00 AM	1355	274					YES	YES
09:00 AM	1040	231					YES	YES
10:00 AM	909	174					YES	NO
11:00 AM	987	231					YES	NO
12:00 PM	1098	99					YES	NO
01:00 PM	1039	84					YES	YES
02:00 PM	1271	104					YES	YES
03:00 PM	1426	113					YES	YES
04:00 PM	1769	139					YES	YES
05:00 PM	1953	166					YES	YES
06:00 PM	1668	144					YES	YES
07:00 PM	1222	104					YES	NO
08:00 PM	946	93					NO	NO
09:00 PM	728	66					NO	NO
10:00 PM	468	53					NO	NO
			SEE FIGURE 4C-2		**SEE FIGURE 4C-4**			

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**13**	**8**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Proposed Site Access

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	141	30	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	88	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	58	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	99	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	270	26	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	602	57	350	105	525	53	280	84	420	42	NO	YES	NO	YES
06:00 AM	968	126	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 AM	1520	322	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	1355	274	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	1040	231	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 AM	909	174	350	105	525	53	280	84	420	42	YES	YES	YES	YES
11:00 AM	987	231	350	105	525	53	280	84	420	42	YES	YES	YES	YES
12:00 PM	1098	99	350	105	525	53	280	84	420	42	NO	YES	YES	YES
01:00 PM	1039	84	350	105	525	53	280	84	420	42	NO	YES	NO	YES
02:00 PM	1271	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
03:00 PM	1426	113	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1769	139	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	1953	166	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1668	144	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	1222	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 PM	946	93	350	105	525	53	280	84	420	42	NO	YES	YES	YES
09:00 PM	728	66	350	105	525	53	280	84	420	42	NO	YES	NO	YES
10:00 PM	468	53	350	105	525	53	280	84	420	42	NO	NO	NO	YES
TOTAL HOURS MEETING WARRANTS											**10**	**17**	**14**	**18**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Proposed Site Access

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	141	30					NO	NO
01:00 AM	88	17					NO	NO
02:00 AM	58	13					NO	NO
03:00 AM	99	17					NO	NO
04:00 AM	270	26					NO	NO
05:00 AM	602	57					NO	NO
06:00 AM	968	126					NO	NO
07:00 AM	1520	322					NO	NO
08:00 AM	1355	274	SEE FIGURE 4C-2		SEE FIGURE 4C-4		YES	YES
09:00 AM	1040	231					YES	NO
10:00 AM	909	174					YES	NO
11:00 AM	987	231					YES	NO
12:00 PM	1098	99					YES	NO
01:00 PM	1039	84					YES	NO
02:00 PM	1271	104					YES	NO
03:00 PM	1426	113					YES	YES
04:00 PM	1769	139					YES	YES
05:00 PM	1953	166					YES	YES
06:00 PM	1668	144					YES	NO
07:00 PM	1222	104					NO	NO
08:00 PM	946	93					NO	NO
09:00 PM	728	66					NO	NO
10:00 PM	468	53					NO	NO

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**11**	**4**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Clove Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	116	11	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	74	7	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	46	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	65	15	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	162	61	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	449	149	350	105	525	53	280	84	420	42	YES	NO	YES	YES
06:00 AM	719	221	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 AM	1070	314	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	966	264	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	736	162	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 AM	635	138	350	105	525	53	280	84	420	42	YES	YES	YES	YES
11:00 AM	705	153	350	105	525	53	280	84	420	42	YES	YES	YES	YES
12:00 PM	743	148	350	105	525	53	280	84	420	42	YES	YES	YES	YES
01:00 PM	712	132	350	105	525	53	280	84	420	42	YES	YES	YES	YES
02:00 PM	928	164	350	105	525	53	280	84	420	42	YES	YES	YES	YES
03:00 PM	1014	173	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1222	186	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	1378	190	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1145	146	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	857	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 PM	637	77	350	105	525	53	280	84	420	42	NO	YES	NO	YES
09:00 PM	528	69	350	105	525	53	280	84	420	42	NO	YES	NO	YES
10:00 PM	327	49	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**14**	**16**	**15**	**17**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Clove Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?----->	N
Population	
Community < 10,000 (Y or N)----->	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	116	11					NO	NO
01:00 AM	74	7					NO	NO
02:00 AM	46	5					NO	NO
03:00 AM	65	15					NO	NO
04:00 AM	162	61					NO	NO
05:00 AM	449	149					NO	NO
06:00 AM	719	221					NO	NO
07:00 AM	1070	314					YES	NO
08:00 AM	966	264					YES	YES
09:00 AM	736	162					YES	YES
10:00 AM	635	138					YES	NO
11:00 AM	705	153					YES	NO
12:00 PM	743	148					YES	NO
01:00 PM	712	132					YES	YES
02:00 PM	928	164					YES	YES
03:00 PM	1014	173					YES	YES
04:00 PM	1222	186					YES	YES
05:00 PM	1378	190					YES	YES
06:00 PM	1145	146					YES	YES
07:00 PM	857	104					YES	NO
08:00 PM	637	77					NO	NO
09:00 PM	528	69					NO	NO
10:00 PM	327	49					NO	NO
			SEE FIGURE 4C-2		**SEE FIGURE 4C-4**			

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**13**	**8**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Clove Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	116	11	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	74	7	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	46	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	65	15	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	162	61	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	449	149	350	105	525	53	280	84	420	42	YES	NO	YES	YES
06:00 AM	719	221	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 AM	1070	314	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	966	264	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	736	162	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 AM	635	138	350	105	525	53	280	84	420	42	YES	YES	YES	YES
11:00 AM	705	153	350	105	525	53	280	84	420	42	YES	YES	YES	YES
12:00 PM	743	148	350	105	525	53	280	84	420	42	YES	YES	YES	YES
01:00 PM	712	132	350	105	525	53	280	84	420	42	YES	YES	YES	YES
02:00 PM	928	164	350	105	525	53	280	84	420	42	YES	YES	YES	YES
03:00 PM	1014	173	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1222	186	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	1378	190	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1145	146	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	857	104	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 PM	637	77	350	105	525	53	280	84	420	42	NO	YES	NO	YES
09:00 PM	528	69	350	105	525	53	280	84	420	42	NO	YES	NO	YES
10:00 PM	327	49	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**14**	**16**	**15**	**17**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Clove Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	116	11					NO	NO
01:00 AM	74	7					NO	NO
02:00 AM	46	5					NO	NO
03:00 AM	65	15					NO	NO
04:00 AM	162	61					NO	NO
05:00 AM	449	149					NO	NO
06:00 AM	719	221					NO	NO
07:00 AM	1070	314					NO	NO
08:00 AM	966	264	SEE FIGURE 4C-2		SEE FIGURE 4C-4		YES	YES
09:00 AM	736	162					YES	NO
10:00 AM	635	138					YES	NO
11:00 AM	705	153					YES	NO
12:00 PM	743	148					YES	NO
01:00 PM	712	132					YES	NO
02:00 PM	928	164					YES	NO
03:00 PM	1014	173					YES	YES
04:00 PM	1222	186					YES	YES
05:00 PM	1378	190					YES	YES
06:00 PM	1145	146					YES	NO
07:00 PM	857	104					NO	NO
08:00 PM	637	77					NO	NO
09:00 PM	528	69					NO	NO
10:00 PM	327	49					NO	NO

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**11**	**4**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/2018

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	140	10	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	82	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	53	4	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	68	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	187	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	497	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
06:00 AM	850	43	350	105	525	53	280	84	420	42	NO	NO	NO	YES
07:00 AM	1160	68	350	105	525	53	280	84	420	42	NO	YES	NO	YES
08:00 AM	1369	101	350	105	525	53	280	84	420	42	NO	YES	YES	YES
09:00 AM	959	85	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	830	70	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	828	80	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	863	57	350	105	525	53	280	84	420	42	NO	YES	NO	YES
01:00 PM	845	58	350	105	525	53	280	84	420	42	NO	YES	NO	YES
02:00 PM	960	60	350	105	525	53	280	84	420	42	NO	YES	NO	YES
03:00 PM	1118	69	350	105	525	53	280	84	420	42	NO	YES	NO	YES
04:00 PM	1311	98	350	105	525	53	280	84	420	42	NO	YES	YES	YES
05:00 PM	1644	82	350	105	525	53	280	84	420	42	NO	YES	NO	YES
06:00 PM	1214	71	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 PM	983	53	350	105	525	53	280	84	420	42	NO	YES	NO	YES
08:00 PM	766	44	350	105	525	53	280	84	420	42	NO	NO	NO	YES
09:00 PM	617	33	350	105	525	53	280	84	420	42	NO	NO	NO	NO
10:00 PM	405	26	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**0**	**13**	**3**	**15**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/2018

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	140	10					NO	NO
01:00 AM	82	5					NO	NO
02:00 AM	53	4					NO	NO
03:00 AM	68	5					NO	NO
04:00 AM	187	8					NO	NO
05:00 AM	497	17					NO	NO
06:00 AM	850	43					NO	NO
07:00 AM	1160	68					YES	NO
08:00 AM	1369	101					YES	YES
09:00 AM	959	85					YES	YES
10:00 AM	830	70					YES	NO
11:00 AM	828	80					YES	NO
12:00 PM	863	57					YES	NO
01:00 PM	845	58					YES	YES
02:00 PM	960	60					YES	YES
03:00 PM	1118	69					YES	YES
04:00 PM	1311	98					YES	YES
05:00 PM	1644	82					YES	YES
06:00 PM	1214	71					YES	YES
07:00 PM	983	53					YES	NO
08:00 PM	766	44					NO	NO
09:00 PM	617	33					NO	NO
10:00 PM	405	26					NO	NO

SEE FIGURE 4C-2

SEE FIGURE 4C-4

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**13**	**8**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

TABLE W-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/2018

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	170	31	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	99	16	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	65	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	84	15	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	217	25	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	567	54	350	105	525	53	280	84	420	42	NO	YES	NO	YES
06:00 AM	990	137	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 AM	1456	319	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	1644	321	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	1179	270	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 AM	1002	222	350	105	525	53	280	84	420	42	YES	YES	YES	YES
11:00 AM	1040	263	350	105	525	53	280	84	420	42	YES	YES	YES	YES
12:00 PM	1141	143	350	105	525	53	280	84	420	42	YES	YES	YES	YES
01:00 PM	1089	143	350	105	525	53	280	84	420	42	YES	YES	YES	YES
02:00 PM	1257	150	350	105	525	53	280	84	420	42	YES	YES	YES	YES
03:00 PM	1445	172	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1709	185	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	2125	244	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1618	177	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	1281	132	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 PM	1026	111	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 PM	805	82	350	105	525	53	280	84	420	42	NO	YES	NO	YES
10:00 PM	551	64	350	105	525	53	280	84	420	42	NO	YES	NO	YES
TOTAL HOURS MEETING WARRANTS											**15**	**18**	**15**	**18**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Mountain Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 8/20/2018

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	170	31					NO	NO
01:00 AM	99	16					NO	NO
02:00 AM	65	13					NO	NO
03:00 AM	84	15					NO	NO
04:00 AM	217	25					NO	NO
05:00 AM	567	54					NO	NO
06:00 AM	990	137					NO	NO
07:00 AM	1456	319					NO	NO
08:00 AM	1644	321					YES	YES
09:00 AM	1179	270					YES	NO
10:00 AM	1002	222					YES	NO
11:00 AM	1040	263					YES	NO
12:00 PM	1141	143					YES	NO
01:00 PM	1089	143					YES	NO
02:00 PM	1257	150					YES	NO
03:00 PM	1445	172					YES	YES
04:00 PM	1709	185					YES	YES
05:00 PM	2125	244					YES	YES
06:00 PM	1618	177					YES	NO
07:00 PM	1281	132					NO	NO
08:00 PM	1026	111					NO	NO
09:00 PM	805	82					NO	NO
10:00 PM	551	64					NO	NO

SEE FIGURE 4C-2

SEE FIGURE 4C-4

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**11**	**4**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED.

MASER CONSULTING P.A.

Engineers
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LETTER OF TRANSMITTAL

To: Mr. Jason Brenner
Assistant Engineer
New York State Dept. of Transportation
112 Dickson Street
Newburgh, NY 12550

Date: October 3, 2018 | Job No.: 13001417B

Re: Clovewood
SEQRA# 16-011; PIN No. AW08.02.70S

WE ARE SENDING YOU:

[X] **Attached** [ ] **Under separate cover** _____ **the following items:**

[ ] **Shop Drawings** [ ] **Prints** [ ] **Plans**
[ ] **Samples** [ ] **Specifications** [ ] **Copy of Letter**
[ ] **Change order**

COPIES	DATE	NO.	Description
	10/03/18		Letter from Philip Grealy (Response to the NYSDOT 9/25/18 letter)
	10/02/18		Signal Warrant Analysis
			- Table W-PH-NB
			- Table W-PH-BD
			- Table W-MV-NB
			- Table W-MV-BD
	9/25/18		Copy of NYSDOT Letter
	10/03/18		SYNCHRO Analyses (electronic copy only)
			CD containing electronic copies of everything above

THESE ARE TRANSMITTED as checked below:

[ ] **For approval** [ ] **Approved as submitted** [ ] **Resubmit copies for approval**
[ ] **For your use** [ ] **Approved as noted** [ ] **Submit copies for distribution**
[ ] **As Requested** [ ] **Returned for corrections** [ ] **Returned corrected prints**
[ ] **For review and comment**
[ ] **FOR BIDS DUE:** [ ] **PRINTS RETURNED AFTER LOAN TO US**

REMARKS:

Copy To: Simon Gelb **Signed: Philip J. Grealy, Ph.D., P.E.**

R:\Projects\2013\13001417B-Clovewood - 2016\Correspondence\OUT\180820PJG_Brenner_Transmittal.docx

Engineers
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October 3, 2018

VIA EMAIL

Mr. Jason Brenner
Assistant Engineer
New York State Department of Transportation
112 Dickson Street
Newburgh, NY 12550

Re: Clovewood
SEQRA # 16-011; PIN No. AW08.02.70S
Village of S. Blooming Grove, Orange County, NY
MC Project No. 13001417B

Dear Mr. Brenner:

The following items are in response to the letter from you dated September 25, 2018. The items are numbered for ease of review.

1. Route 17EB on/off ramp intersection is still missing a through lane for NB Route 208. Update models with through lanes and a deceleration lane that tapers into northbound Route 208.

   Response: ***The enclosed Synchro files for the Route 17 eastbound on/off ramp have been updated to include the decel lane that tapers into the northbound Route 208 intersection.***

2. Museum Village Road- Are you proposing a signal at this intersection? If so, please provide a signal warrant for the intersection of Route 208 and Museum Village.

   Response: ***The intersection of Museum Village Road and Route 208 was identified as an intersection experiencing long peak hour delays for vehicles exiting the ride road under No-Build conditions. A copy of the signal warrant analysis for the intersection for No-Build and Build conditions is attached, which indicates that signal warrants would be satisfied even without Clovewood (see attached Tables W-MV-NB and W-MV-BD).***

3. Peddler Hill Road- Are you proposing a signal at this intersection? If so, please provide a signal warrant for the intersection of Route 208 and Peddler Hill Road/

   Response: ***Currently there is no proposal for installation of a traffic signal at the Peddler Hill Road intersection associated with the Clovewood project. This intersection was identified to be monitored for potential future signalization as part of the project. Under No-Build and Build conditions the warrant analysis that was prepared indicates that signalization is not currently warranted (see attached Tables W-PH-NB and W-PH-BD).***

4. Is the business across the street from your proposed site entrance still in business? If so, please model to be within the roundabout and proposed light.

   Response: ***At the time of the traffic counts, there was no traffic observed entering and exiting the property across the street. Thus, it was not included in the roundabout or signalized analysis. We have completed an additional analysis with this added leg (if the property is operational) for both the roundabout and signalized intersection scenarios to quantify how the intersection would function (see attached Synchro files labeled "with 4-way intersection access."***

5. Is improvement number 2 being considered as a real design option? Adding a light at all intersections will significantly increase total delay of the system. Also, if this is considered, please provide signal warrant analysis for all the proposed intersections with lights.

   Response: ***The "improvement number 2" scenario was run to identify conditions if signals were installed at all of the many unsignalized intersections along Route 208. The evaluation was presented to reflect potential signalization to address the existing and future poor Levels of Service for the side road approaches at these unsignalized locations. The signal installations would be subject to future monitoring. However, it is not anticipated that these locations would satisfy warrants due to the low side road traffic volumes. Additional Synchros have been attached detailing the "realistic" improvement design options, including both signalization and roundabout alternatives. These are shown for the Peak PM Hour of the typical weekday as this is the most critical analysis period.***

6. How is it possible the Route 17WB on/off ramp no-build has 100 more cars taking left turns to NB Route 208 than the build model?

   Response: ***The Route 17 westbound on/off ramp analysis has been updated to reflect the proper traffic volumes from the No-Build to Build conditions.***

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/ces
Enclosures

cc: Siby Zachariah, Permit Engineer, Residency 8-4
CPC LLC – Simon Gelb
Village of South Blooming Grove
Orange County Planning Board
Village of Monroe Town Board

TABLE W-PH-NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Peddler Hill Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 10/1/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)----->	N
Population	
Community < 10,000 (Y or N)----->	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	120	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	77	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	48	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	67	7	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	166	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	457	47	350	105	525	53	280	84	420	42	NO	NO	NO	YES
06:00 AM	736	77	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 AM	1115	122	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	1489	120	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	768	84	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	660	72	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	737	81	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	773	25	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 PM	738	23	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 PM	960	30	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 PM	1048	33	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 PM	1264	40	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 PM	1923	45	350	105	525	53	280	84	420	42	NO	NO	NO	YES
06:00 PM	1188	38	350	105	525	53	280	84	420	42	NO	NO	NO	NO
07:00 PM	889	28	350	105	525	53	280	84	420	42	NO	NO	NO	NO
08:00 PM	665	22	350	105	525	53	280	84	420	42	NO	NO	NO	NO
09:00 PM	548	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
10:00 PM	343	11	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**2**	**6**	**3**	**8**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: NOT SATISFIED -- NO SIGNAL
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-PH-BD

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Peddler Hill Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 10/1/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	141	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	89	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	57	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	79	7	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	184	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	496	47	350	105	525	53	280	84	420	42	NO	NO	NO	YES
06:00 AM	824	77	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 AM	1339	122	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 AM	1680	120	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	928	84	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	781	72	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	897	81	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	927	25	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 PM	870	23	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 PM	1123	30	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 PM	1226	33	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 PM	1482	40	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 PM	2184	45	350	105	525	53	280	84	420	42	NO	NO	NO	YES
06:00 PM	1415	38	350	105	525	53	280	84	420	42	NO	NO	NO	NO
07:00 PM	1052	28	350	105	525	53	280	84	420	42	NO	NO	NO	NO
08:00 PM	811	22	350	105	525	53	280	84	420	42	NO	NO	NO	NO
09:00 PM	651	17	350	105	525	53	280	84	420	42	NO	NO	NO	NO
10:00 PM	426	11	350	105	525	53	280	84	420	42	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**2**	**6**	**3**	**8**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: NOT SATISFIED -- NO SIGNAL
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-MV-NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Museum Village Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 10/1/18

VOLUME BASIS..... 2028 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	206	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	120	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	77	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	95	6	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	224	14	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	574	36	350	105	525	53	280	84	420	42	NO	NO	NO	NO
06:00 AM	1037	65	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 AM	1604	105	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 AM	1749	107	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	1324	85	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	1139	73	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	1203	78	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	996	172	350	105	525	53	280	84	420	42	YES	YES	YES	YES
01:00 PM	960	161	350	105	525	53	280	84	420	42	YES	YES	YES	YES
02:00 PM	1108	189	350	105	525	53	280	84	420	42	YES	YES	YES	YES
03:00 PM	1285	216	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1523	258	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	1920	293	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1443	249	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	1146	194	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 PM	912	158	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 PM	723	122	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 PM	491	86	350	105	525	53	280	84	420	42	NO	NO	YES	YES
TOTAL HOURS MEETING WARRANTS											**11**	**16**	**14**	**17**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE W-MV-BD

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: NYS Route 208
MINOR STREET: Museum Village Road

LOCATION: Town of Blooming Grove, Orange County, NY

DATE: 10/1/18

VOLUME BASIS..... 2028 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	216	13	350	105	525	53	280	84	420	42	NO	NO	NO	NO
01:00 AM	126	8	350	105	525	53	280	84	420	42	NO	NO	NO	NO
02:00 AM	82	5	350	105	525	53	280	84	420	42	NO	NO	NO	NO
03:00 AM	101	6	350	105	525	53	280	84	420	42	NO	NO	NO	NO
04:00 AM	233	14	350	105	525	53	280	84	420	42	NO	NO	NO	NO
05:00 AM	594	36	350	105	525	53	280	84	420	42	NO	NO	NO	NO
06:00 AM	1081	65	350	105	525	53	280	84	420	42	NO	YES	NO	YES
07:00 AM	1717	105	350	105	525	53	280	84	420	42	NO	YES	YES	YES
08:00 AM	1845	107	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 AM	1405	85	350	105	525	53	280	84	420	42	NO	YES	YES	YES
10:00 AM	1200	73	350	105	525	53	280	84	420	42	NO	YES	NO	YES
11:00 AM	1284	78	350	105	525	53	280	84	420	42	NO	YES	NO	YES
12:00 PM	1074	172	350	105	525	53	280	84	420	42	YES	YES	YES	YES
01:00 PM	1027	161	350	105	525	53	280	84	420	42	YES	YES	YES	YES
02:00 PM	1190	189	350	105	525	53	280	84	420	42	YES	YES	YES	YES
03:00 PM	1374	216	350	105	525	53	280	84	420	42	YES	YES	YES	YES
04:00 PM	1632	258	350	105	525	53	280	84	420	42	YES	YES	YES	YES
05:00 PM	2051	293	350	105	525	53	280	84	420	42	YES	YES	YES	YES
06:00 PM	1556	249	350	105	525	53	280	84	420	42	YES	YES	YES	YES
07:00 PM	1228	194	350	105	525	53	280	84	420	42	YES	YES	YES	YES
08:00 PM	985	158	350	105	525	53	280	84	420	42	YES	YES	YES	YES
09:00 PM	774	122	350	105	525	53	280	84	420	42	YES	YES	YES	YES
10:00 PM	533	86	350	105	525	53	280	84	420	42	NO	YES	YES	YES
TOTAL HOURS MEETING WARRANTS											**11**	**17**	**14**	**17**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

*NOTE: FOR COMBINED WARRANT BOTH CONIDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

LANCE MacMILLAN, P.E.
Regional Director

September 25, 2018

Philip Grealy, P.E., PH. D
Maser Consulting P.A.
11 Bradhurst Ave.
Hawthrone, NY 10532

Re: SEQRA# 16-011- PIN NO: AW08.02.70S
Clovewood Subdivision - Route 208
Village of S. Blooming Grove; Orange County

Dear Mr. Grealy:

We have competed our review of your submission dated August 23, 2018. We have the following comments to offer:

Route 17EB on/off ramp intersection is still missing a through lane for NB Route 208. Update models with through lanes and a deceleration lane that tapers into northbound Route 208.

Museum Village Road - Are you proposing a signal at this intersection? If so, please provide a signal warrant for the intersection of Route 208 and Museum Village.

Peddler Hill Road - Are you proposing a signal at this intersection? If so, please provide a signal warrant for the intersection of Route 208 and Peddler Hill road.

Is the business across the street from your proposed site entrance still in business? If so, please model to be within the roundabout and proposed light.

Is **improvement number 2** being considered as a real design option? Adding a light at all intersections will significantly increase the total delay of the system. Also, if this is considered, please provided signal warrant analysis for all the proposed intersections with lights.

How is it possible the Route 17 WB on/off ramp no-build has 100 more cars taking lefts to NB Route 208 than the build model?

Very truly yours,

Jason Brenner
Assistant Engineer

cc: Siby Zachariah, Permit Engineer, Residency 8-4
CPC LLC-Simion Gelb
Village of South Blooming Grove
Orange County Planning Board
Village of Monroe Town Board



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	51	398	241	463	391
Future Volume (vph)	60	51	398	241	463	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938			0.850		
Flt Protected	0.974					0.974
Satd. Flow (prot)	1710	0	1818	1575	0	1813
Flt Permitted	0.974					0.618
Satd. Flow (perm)	1710	0	1818	1575	0	1150
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	55			259		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			507
Travel Time (s)	11.6		8.3			6.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	65	55	428	259	498	420
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	428	259	0	918
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	7.3		48.6	63.8		48.6
Actuated g/C Ratio	0.11		0.76	1.00		0.76
v/c Ratio	0.49		0.31	0.16		1.05
Control Delay	22.6		4.3	0.2		59.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	22.6		4.3	0.2		59.6
LOS	C		A	A		E
Approach Delay	22.6		2.8			59.6
Approach LOS	C		A			E
Queue Length 50th (ft)	23		47	0		~412
Queue Length 95th (ft)	66		102	0		#671
Internal Link Dist (ft)	430		591			427
Turn Bay Length (ft)				450		
Base Capacity (vph)	431		1384	1575		876
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.28		0.31	0.16		1.05

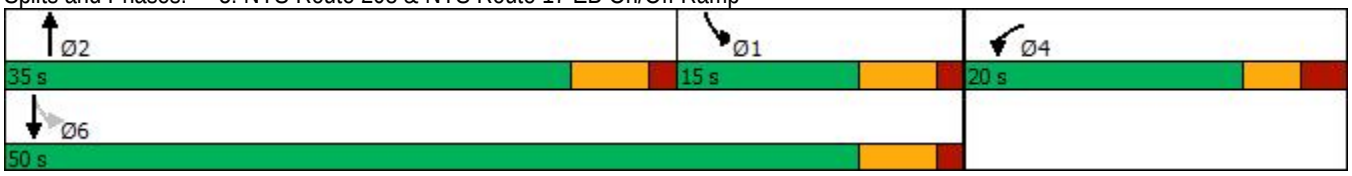
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 34.4		Intersection LOS: C	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	98	603	355	565	511
Future Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977					0.974
Satd. Flow (prot)	1701	0	1818	1575	0	1814
Flt Permitted	0.977					0.462
Satd. Flow (perm)	1701	0	1818	1575	0	860
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	70			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			479
Travel Time (s)	11.6		8.3			5.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	0	1157
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.7	65.2		44.7
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.24		1.97
Control Delay	27.6		7.6	0.4		458.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.6		7.6	0.4		458.9
LOS	C		A	A		F
Approach Delay	27.6		4.9			458.9
Approach LOS	C		A			F
Queue Length 50th (ft)	49		103	0		~508
Queue Length 95th (ft)	109		218	0		#817
Internal Link Dist (ft)	430		591			399
Turn Bay Length (ft)				450		
Base Capacity (vph)	433		1245	1575		588
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.52	0.24		1.97

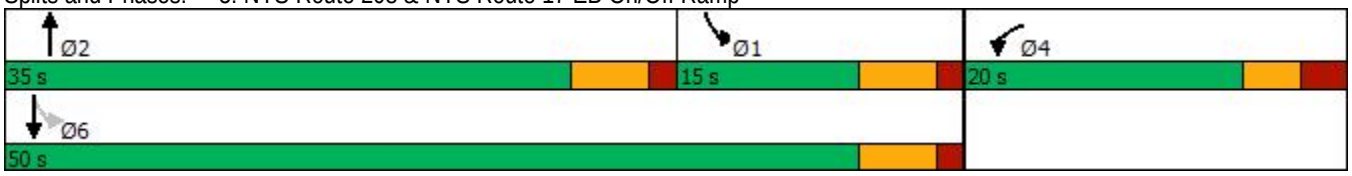
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.97			
Intersection Signal Delay: 226.7		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	98	603	355	565	511
Future Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1701	0	1818	1575	1753	1881
Flt Permitted	0.977				0.192	
Satd. Flow (perm)	1701	0	1818	1575	354	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30			269		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			453
Travel Time (s)	11.6		3.7			5.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	608	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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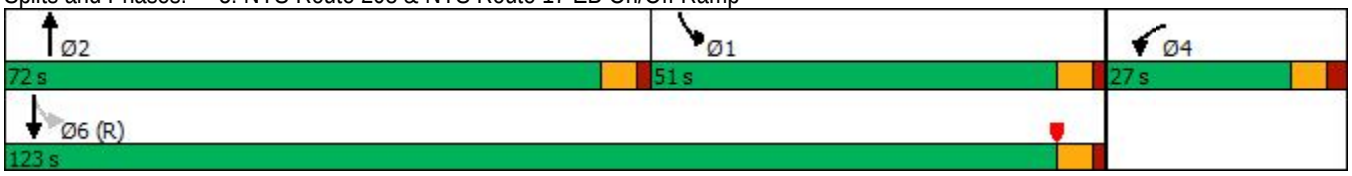


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	27.0		72.0		51.0	123.0
Total Split (%)	18.0%		48.0%		34.0%	82.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.3		68.7	150.0	119.7	119.7
Actuated g/C Ratio	0.12		0.46	1.00	0.80	0.80
v/c Ratio	0.87		0.78	0.24	0.86	0.37
Control Delay	86.7		42.8	0.4	50.3	6.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.7		42.8	0.4	50.3	6.4
LOS	F		D	A	D	A
Approach Delay	86.7		27.1			29.5
Approach LOS	F		C			C
Queue Length 50th (ft)	166		542	0	475	225
Queue Length 95th (ft)	#290		716	0	m431	m193
Internal Link Dist (ft)	430		222			373
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	258		832	1575	706	1501
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.78	0.24	0.86	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 33.3		Intersection LOS: C	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	98	603	355	565	511
Future Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1701	0	1818	1575	1753	1881
Flt Permitted	0.977				0.192	
Satd. Flow (perm)	1701	0	1818	1575	354	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30			269		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			478
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	608	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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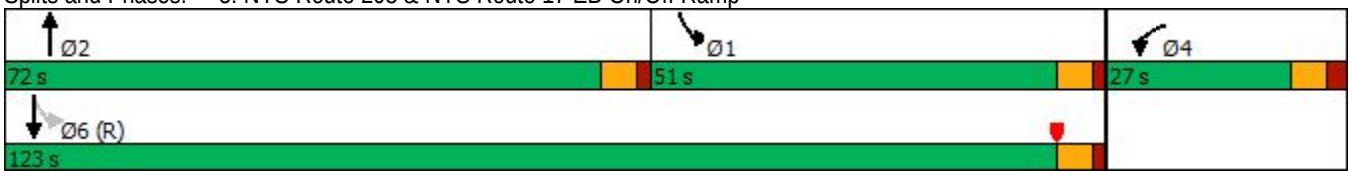


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	27.0		72.0		51.0	123.0
Total Split (%)	18.0%		48.0%		34.0%	82.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.3		68.7	150.0	119.7	119.7
Actuated g/C Ratio	0.12		0.46	1.00	0.80	0.80
v/c Ratio	0.87		0.78	0.24	0.86	0.37
Control Delay	86.7		42.8	0.4	51.6	7.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.7		42.8	0.4	51.6	7.0
LOS	F		D	A	D	A
Approach Delay	86.7		27.1			30.4
Approach LOS	F		C			C
Queue Length 50th (ft)	166		542	0	480	233
Queue Length 95th (ft)	#290		716	0	m445	m211
Internal Link Dist (ft)	430		222			398
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	258		832	1575	706	1501
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.78	0.24	0.86	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	98	603	355	565	511
Future Volume (vph)	90	98	603	355	565	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1701	0	1818	1575	1753	1881
Flt Permitted	0.977				0.192	
Satd. Flow (perm)	1701	0	1818	1575	354	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30			269		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			479
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	105	648	382	608	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	648	382	608	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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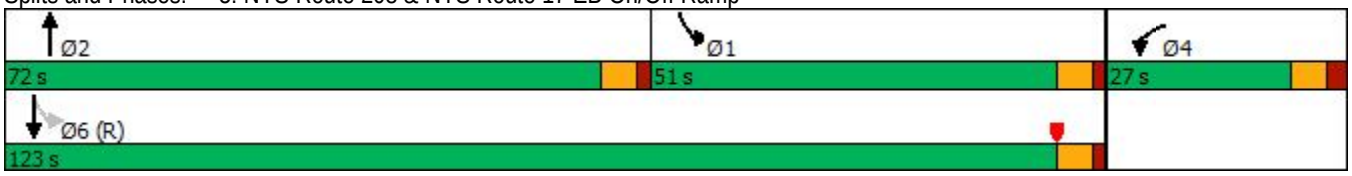


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	27.0		72.0		51.0	123.0
Total Split (%)	18.0%		48.0%		34.0%	82.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.3		68.7	150.0	119.7	119.7
Actuated g/C Ratio	0.12		0.46	1.00	0.80	0.80
v/c Ratio	0.87		0.78	0.24	0.86	0.37
Control Delay	86.7		42.8	0.4	52.1	7.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.7		42.8	0.4	52.1	7.2
LOS	F		D	A	D	A
Approach Delay	86.7		27.1			30.8
Approach LOS	F		C			C
Queue Length 50th (ft)	166		542	0	469	230
Queue Length 95th (ft)	#290		716	0	m471	m217
Internal Link Dist (ft)	430		222			399
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	258		832	1575	706	1501
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.78	0.24	0.86	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 33.9		Intersection LOS: C	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	103	610	355	458	540
Future Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.978
Satd. Flow (prot)	1697	0	1818	1575	0	1824
Flt Permitted	0.977					0.485
Satd. Flow (perm)	1697	0	1818	1575	0	904
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			382		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			478
Travel Time (s)	11.6		8.3			5.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	0	1073
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.6		44.6	65.2		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.67		0.53	0.24		1.74
Control Delay	27.7		7.7	0.4		355.8
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.7		7.7	0.4		355.8
LOS	C		A	A		F
Approach Delay	27.7		5.0			355.8
Approach LOS	C		A			F
Queue Length 50th (ft)	50		106	0		~652
Queue Length 95th (ft)	110		222	0		#941
Internal Link Dist (ft)	430		591			398
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1243	1575		618
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.48		0.53	0.24		1.74

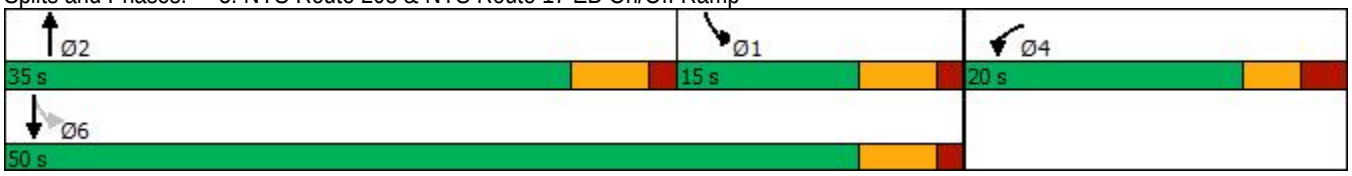
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 169.3		Intersection LOS: F	
Intersection Capacity Utilization 110.9%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	103	610	355	458	540
Future Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.160	
Satd. Flow (perm)	1697	0	1818	1575	295	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			475
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	492	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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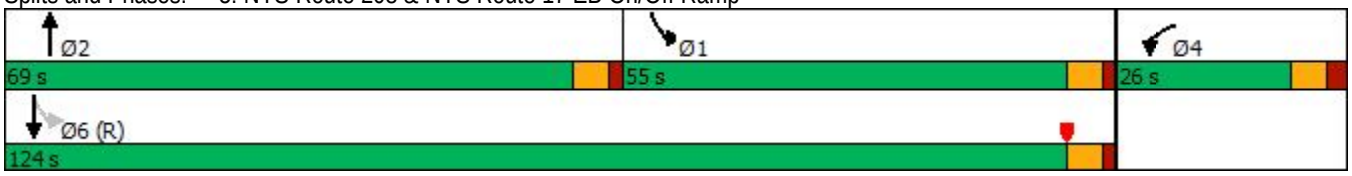


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	26.0		69.0		55.0	124.0
Total Split (%)	17.3%		46.0%		36.7%	82.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.1		64.9	150.0	119.9	119.9
Actuated g/C Ratio	0.12		0.43	1.00	0.80	0.80
v/c Ratio	0.90		0.83	0.24	0.69	0.39
Control Delay	91.3		49.0	0.4	42.5	6.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	91.3		49.0	0.4	42.5	6.5
LOS	F		D	A	D	A
Approach Delay	91.3		31.1			23.1
Approach LOS	F		C			C
Queue Length 50th (ft)	172		574	0	322	235
Queue Length 95th (ft)	#313		#769	0	m380	m244
Internal Link Dist (ft)	430		222			395
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	248		786	1575	717	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.84		0.83	0.24	0.69	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	103	610	355	458	540
Future Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.216	
Satd. Flow (perm)	1697	0	1818	1575	399	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			492
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	492	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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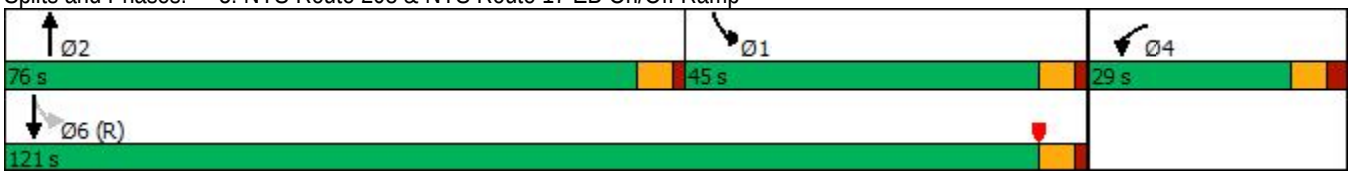


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	29.0		76.0		45.0	121.0
Total Split (%)	19.3%		50.7%		30.0%	80.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	19.1		73.9	150.0	118.9	118.9
Actuated g/C Ratio	0.13		0.49	1.00	0.79	0.79
v/c Ratio	0.86		0.73	0.24	0.73	0.39
Control Delay	83.4		37.0	0.4	43.5	8.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.4		37.0	0.4	43.5	8.2
LOS	F		D	A	D	A
Approach Delay	83.4		23.5			24.4
Approach LOS	F		C			C
Queue Length 50th (ft)	170		510	0	262	268
Queue Length 95th (ft)	#279		692	0	m351	m308
Internal Link Dist (ft)	430		222			412
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	281		895	1575	672	1491
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.74		0.73	0.24	0.73	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	103	610	355	458	540
Future Volume (vph)	90	103	610	355	458	540
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1818	1575	1753	1881
Flt Permitted	0.977				0.160	
Satd. Flow (perm)	1697	0	1818	1575	295	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	32			266		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			482
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	4%	2%
Adj. Flow (vph)	97	111	656	382	492	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	656	382	492	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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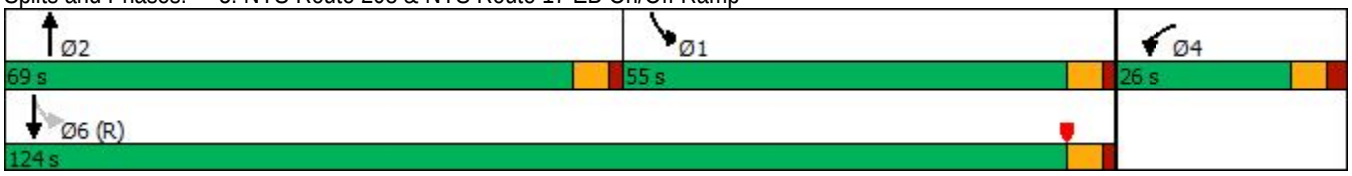


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	26.0		69.0		55.0	124.0
Total Split (%)	17.3%		46.0%		36.7%	82.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	18.1		64.9	150.0	119.9	119.9
Actuated g/C Ratio	0.12		0.43	1.00	0.80	0.80
v/c Ratio	0.90		0.83	0.24	0.69	0.39
Control Delay	91.3		49.0	0.4	42.5	6.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	91.3		49.0	0.4	42.5	6.6
LOS	F		D	A	D	A
Approach Delay	91.3		31.1			23.1
Approach LOS	F		C			C
Queue Length 50th (ft)	172		574	0	322	235
Queue Length 95th (ft)	#313		#769	0	m380	m244
Internal Link Dist (ft)	430		222			402
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	248		786	1575	717	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.84		0.83	0.24	0.69	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	99	595	161	214	533
Future Volume (vph)	86	99	595	161	214	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928			0.850		
Flt Protected	0.977					0.986
Satd. Flow (prot)	1645	0	1818	1575	0	1829
Flt Permitted	0.977					0.619
Satd. Flow (perm)	1645	0	1818	1575	0	1149
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	74			166		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			460
Travel Time (s)	11.6		8.3			5.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	89	102	613	166	221	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	613	166	0	770
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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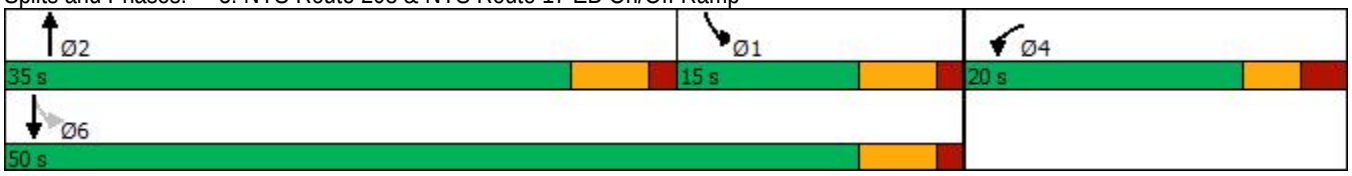
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		44.6	64.9		44.6
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.64		0.49	0.11		0.97
Control Delay	26.5		7.1	0.1		41.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	26.5		7.1	0.1		41.0
LOS	C		A	A		D
Approach Delay	26.5		5.6			41.0
Approach LOS	C		A			D
Queue Length 50th (ft)	43		91	0		231
Queue Length 95th (ft)	101		201	0		#570
Internal Link Dist (ft)	430		591			380
Turn Bay Length (ft)				450		
Base Capacity (vph)	426		1250	1575		790
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.45		0.49	0.11		0.97

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 64.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 95.8%		ICU Level of Service F	
Analysis Period (min) 15			

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			495
Travel Time (s)	11.6		8.3			6.1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			415
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

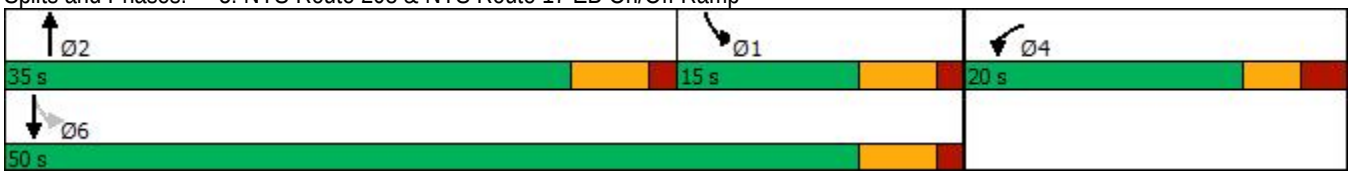
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			497
Travel Time (s)	11.6		3.7			6.2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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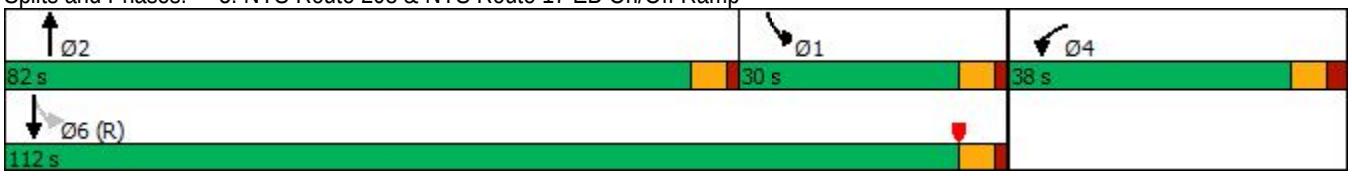


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
LOS	F		D	A	C	A
Approach Delay	86.9		30.4			14.8
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m526
Internal Link Dist (ft)	430		222			417
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			487
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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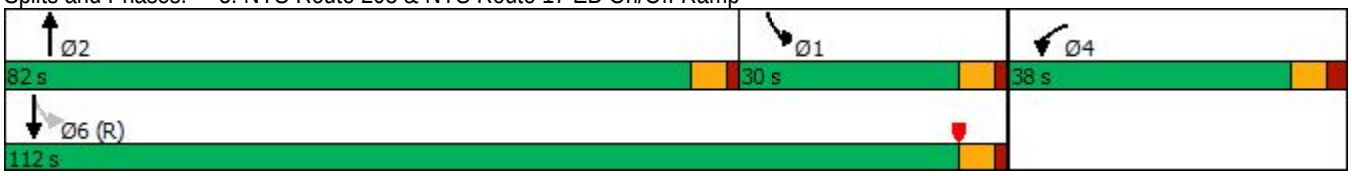


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	33.4	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	33.4	10.6
LOS	F		D	A	C	B
Approach Delay	86.9		30.4			16.6
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	111	442
Queue Length 95th (ft)	#445		864	0	m184	611
Internal Link Dist (ft)	430		222			407
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			475
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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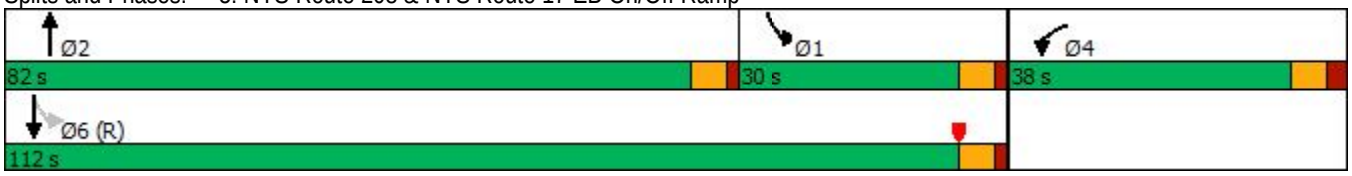


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	32.9	10.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	32.9	10.3
LOS	F		D	A	C	B
Approach Delay	86.9		30.4			16.2
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	108	385
Queue Length 95th (ft)	#445		864	0	m164	571
Internal Link Dist (ft)	430		222			395
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1672	0	1818	1575	0	1830
Flt Permitted	0.972					0.450
Satd. Flow (perm)	1672	0	1818	1575	0	835
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	50			236		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			478
Travel Time (s)	11.6		8.3			5.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	0	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.5		44.5	69.0		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.86		0.67	0.15		2.06
Control Delay	47.2		11.6	0.2		499.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	47.2		11.6	0.2		499.0
LOS	D		B	A		F
Approach Delay	47.2		9.0			499.0
Approach LOS	D		A			F
Queue Length 50th (ft)	110		189	0		~552
Queue Length 95th (ft)	#240		308	0		#780
Internal Link Dist (ft)	430		591			398
Turn Bay Length (ft)				450		
Base Capacity (vph)	390		1172	1575		538
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.81		0.67	0.15		2.06

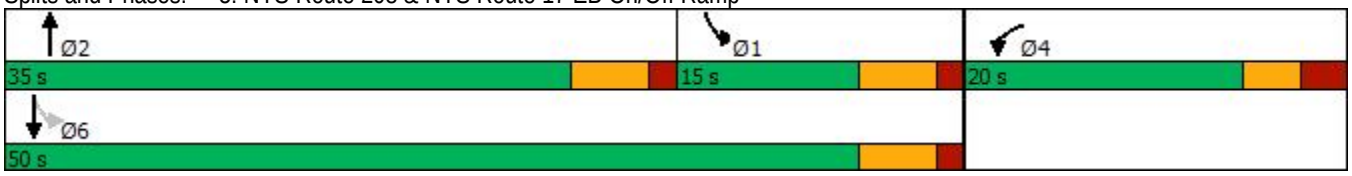
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.06			
Intersection Signal Delay: 235.3		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			465
Travel Time (s)	11.6		3.7			5.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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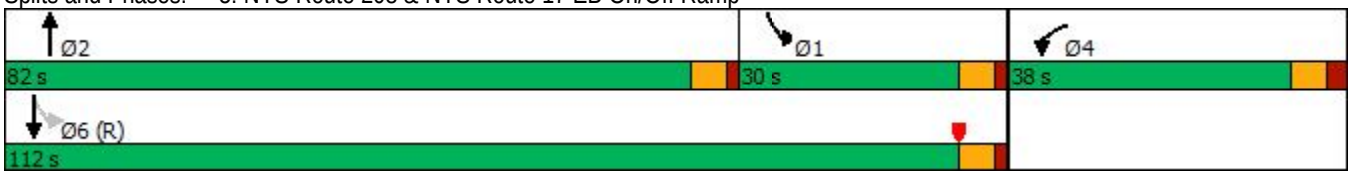


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
LOS	F		D	A	C	A
Approach Delay	86.9		30.4			14.8
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m526
Internal Link Dist (ft)	430		222			385
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			476
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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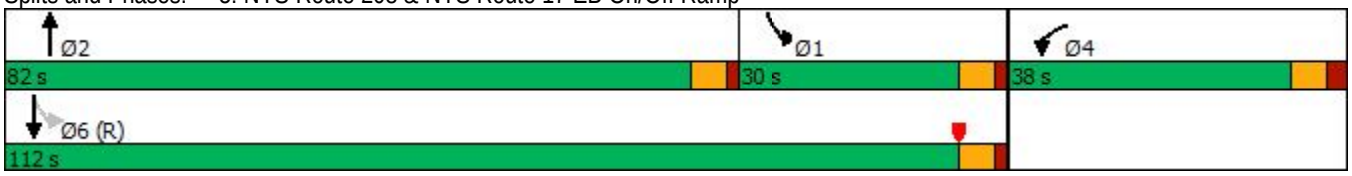


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	33.4	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	33.4	10.6
LOS	F		D	A	C	B
Approach Delay	86.9		30.4			16.6
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	111	442
Queue Length 95th (ft)	#445		864	0	m184	611
Internal Link Dist (ft)	430		222			396
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 31.4		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	133	766	229	283	790
Future Volume (vph)	174	133	766	229	283	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1672	0	1818	1575	1787	1845
Flt Permitted	0.972				0.149	
Satd. Flow (perm)	1672	0	1818	1575	280	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			136		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			489
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	9%	4%	2%	2%	4%
Adj. Flow (vph)	179	137	790	236	292	814
Shared Lane Traffic (%)						
Lane Group Flow (vph)	316	0	790	236	292	814
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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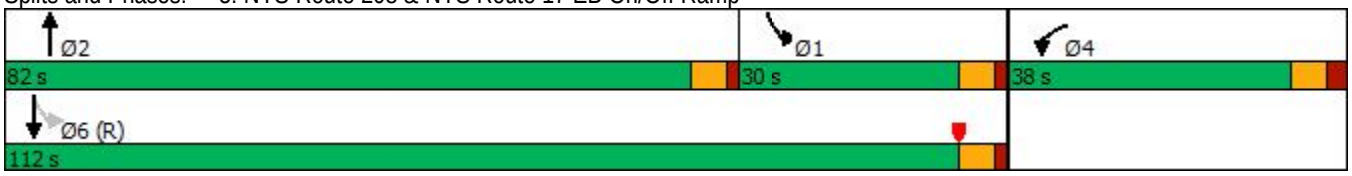


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	38.0		82.0		30.0	112.0
Total Split (%)	25.3%		54.7%		20.0%	74.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.1		78.9	150.0	108.9	108.9
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.92		0.83	0.15	0.65	0.61
Control Delay	86.9		39.4	0.2	31.1	8.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	86.9		39.4	0.2	31.1	8.9
LOS	F		D	A	C	A
Approach Delay	86.9		30.4			14.8
Approach LOS	F		C			B
Queue Length 50th (ft)	281		655	0	100	306
Queue Length 95th (ft)	#445		864	0	m148	m526
Internal Link Dist (ft)	430		222			409
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	369		956	1575	449	1339
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.86		0.83	0.15	0.65	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	103	637	161	211	567
Future Volume (vph)	92	103	637	161	211	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929			0.850		
Flt Protected	0.977					0.987
Satd. Flow (prot)	1699	0	1853	1575	0	1857
Flt Permitted	0.977					0.590
Satd. Flow (perm)	1699	0	1853	1575	0	1110
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	72			168		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			500
Travel Time (s)	11.6		8.3			6.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	96	107	664	168	220	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	0	664	168	0	811
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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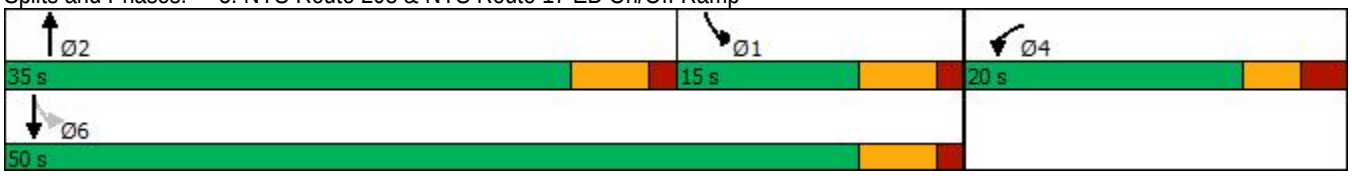
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.5		44.6	65.1		44.6
Actuated g/C Ratio	0.15		0.69	1.00		0.69
v/c Ratio	0.66		0.52	0.11		1.07
Control Delay	27.4		7.6	0.1		68.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.4		7.6	0.1		68.1
LOS	C		A	A		E
Approach Delay	27.4		6.1			68.1
Approach LOS	C		A			E
Queue Length 50th (ft)	49		105	0		~367
Queue Length 95th (ft)	109		223	0		#623
Internal Link Dist (ft)	430		591			420
Turn Bay Length (ft)				450		
Base Capacity (vph)	435		1269	1575		760
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.47		0.52	0.11		1.07

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 100.2% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	137	810	229	280	826
Future Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972					0.987
Satd. Flow (prot)	1714	0	1853	1575	0	1857
Flt Permitted	0.972					0.406
Satd. Flow (perm)	1714	0	1853	1575	0	764
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	49			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			500
Travel Time (s)	11.6		8.3			6.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	0	1152
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	13.7		44.5	69.2		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.88		0.71	0.15		2.35
Control Delay	49.2		12.5	0.2		629.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	49.2		12.5	0.2		629.5
LOS	D		B	A		F
Approach Delay	49.2		9.8			629.5
Approach LOS	D		A			F
Queue Length 50th (ft)	118		210	0		~637
Queue Length 95th (ft)	#254		342	0		#869
Internal Link Dist (ft)	430		591			420
Turn Bay Length (ft)				450		
Base Capacity (vph)	397		1191	1575		491
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.84		0.71	0.15		2.35

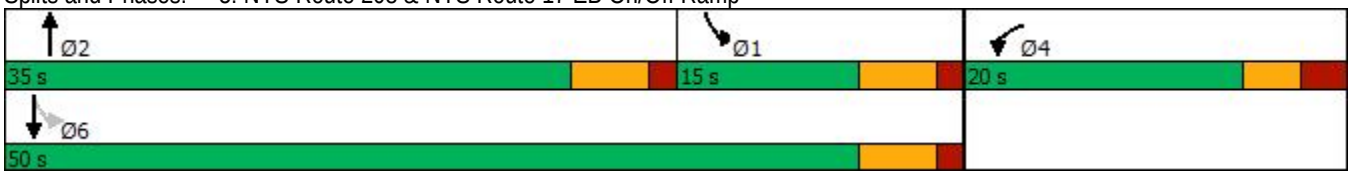
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.2			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.35			
Intersection Signal Delay: 293.0		Intersection LOS: F	
Intersection Capacity Utilization 133.8%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	137	810	229	280	826
Future Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1714	0	1853	1575	1787	1881
Flt Permitted	0.972				0.120	
Satd. Flow (perm)	1714	0	1853	1575	226	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			129		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			469
Travel Time (s)	11.6		3.7			5.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	292	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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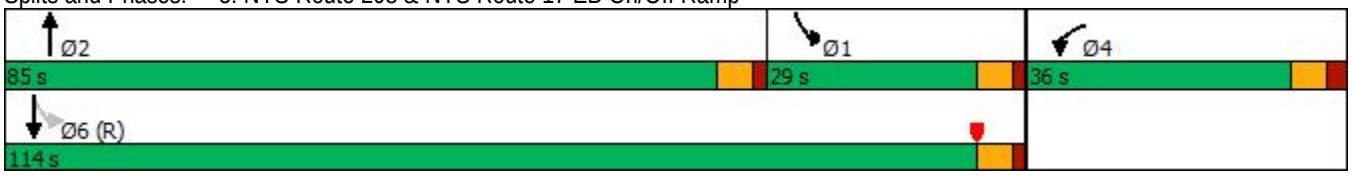
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	28.8		80.2	150.0	109.2	109.2
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.96		0.85	0.15	0.71	0.63
Control Delay	93.9		40.0	0.2	32.8	7.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.9		40.0	0.2	32.8	7.9
LOS	F		D	A	C	A
Approach Delay	93.9		31.2			14.3
Approach LOS	F		C			B
Queue Length 50th (ft)	304		694	0	109	316
Queue Length 95th (ft)	#496		912	0	m102	m295
Internal Link Dist (ft)	430		222			389
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	355		991	1575	409	1369
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.85	0.15	0.71	0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	137	810	229	280	826
Future Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1714	0	1853	1575	1787	1881
Flt Permitted	0.972				0.120	
Satd. Flow (perm)	1714	0	1853	1575	226	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			129		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			518
Travel Time (s)	11.6		3.7			6.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	292	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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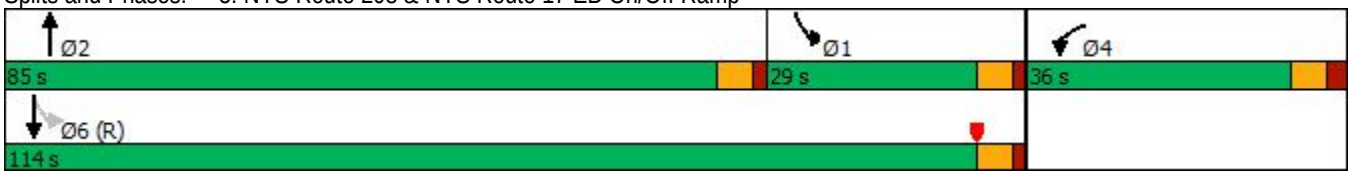
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	28.8		80.2	150.0	109.2	109.2
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.96		0.85	0.15	0.71	0.63
Control Delay	93.9		40.0	0.2	37.7	9.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.9		40.0	0.2	37.7	9.8
LOS	F		D	A	D	A
Approach Delay	93.9		31.2			16.8
Approach LOS	F		C			B
Queue Length 50th (ft)	304		694	0	127	405
Queue Length 95th (ft)	#496		912	0	m131	m403
Internal Link Dist (ft)	430		222			438
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	355		991	1575	409	1369
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.85	0.15	0.71	0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	137	810	229	280	826
Future Volume (vph)	181	137	810	229	280	826
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942			0.850		
Flt Protected	0.972				0.950	
Satd. Flow (prot)	1714	0	1853	1575	1787	1881
Flt Permitted	0.972				0.120	
Satd. Flow (perm)	1714	0	1853	1575	226	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23			129		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			522
Travel Time (s)	11.6		3.7			6.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	143	844	239	292	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	844	239	292	860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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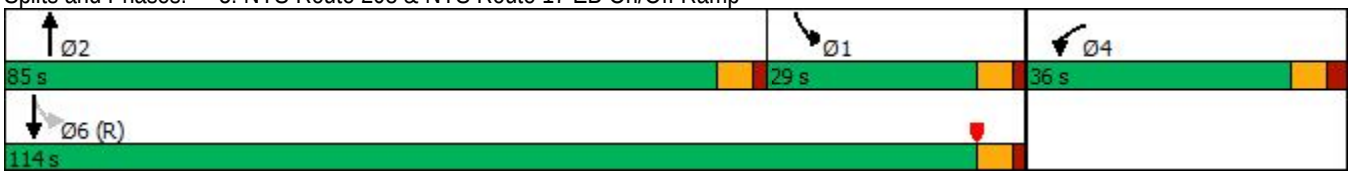
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	28.8		80.2	150.0	109.2	109.2
Actuated g/C Ratio	0.19		0.53	1.00	0.73	0.73
v/c Ratio	0.96		0.85	0.15	0.71	0.63
Control Delay	93.9		40.0	0.2	32.8	7.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	93.9		40.0	0.2	32.8	7.9
LOS	F		D	A	C	A
Approach Delay	93.9		31.2			14.3
Approach LOS	F		C			B
Queue Length 50th (ft)	304		694	0	109	316
Queue Length 95th (ft)	#496		912	0	m102	m295
Internal Link Dist (ft)	430		222			442
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	355		991	1575	409	1369
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.94		0.85	0.15	0.71	0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974					0.987
Satd. Flow (prot)	1709	0	1853	1575	0	1857
Flt Permitted	0.974					0.369
Satd. Flow (perm)	1709	0	1853	1575	0	694
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	57			239		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			486
Travel Time (s)	11.6		8.3			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	0	1187
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.0		44.5	69.5		44.5
Actuated g/C Ratio	0.20		0.64	1.00		0.64
v/c Ratio	0.91		0.74	0.15		2.67
Control Delay	53.4		13.5	0.2		774.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	53.4		13.5	0.2		774.2
LOS	D		B	A		F
Approach Delay	53.4		10.7			774.2
Approach LOS	D		B			F
Queue Length 50th (ft)	126		226	0		~712
Queue Length 95th (ft)	#273		370	0		#945
Internal Link Dist (ft)	430		591			406
Turn Bay Length (ft)				450		
Base Capacity (vph)	402		1187	1575		444
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.88		0.74	0.15		2.67

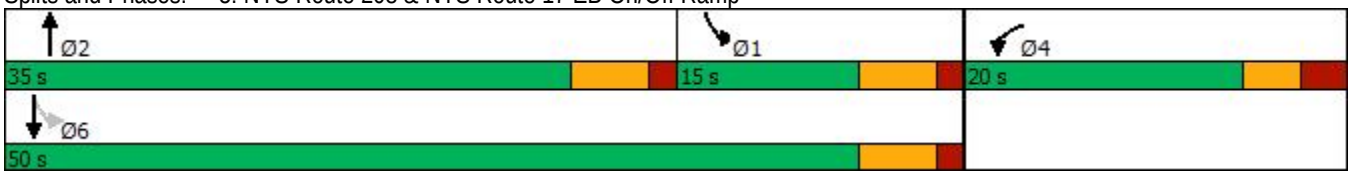
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 140			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.67			
Intersection Signal Delay: 357.5		Intersection LOS: F	
Intersection Capacity Utilization 138.6%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			483
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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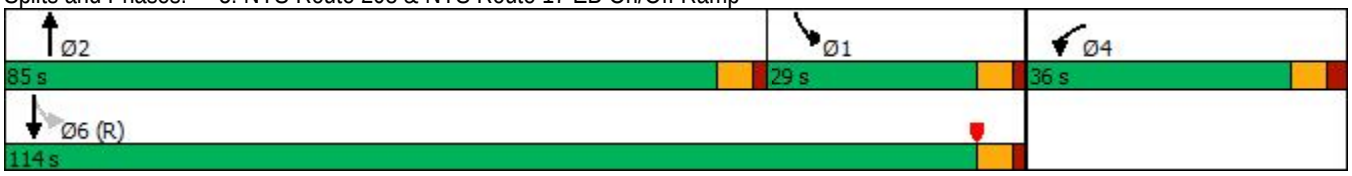
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.5		79.5	150.0	108.5	108.5
Actuated g/C Ratio	0.20		0.53	1.00	0.72	0.72
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
LOS	F		D	A	D	A
Approach Delay	101.1		34.9			17.4
Approach LOS	F		C			B
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			403
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 95.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			508
Travel Time (s)	11.6		3.7			6.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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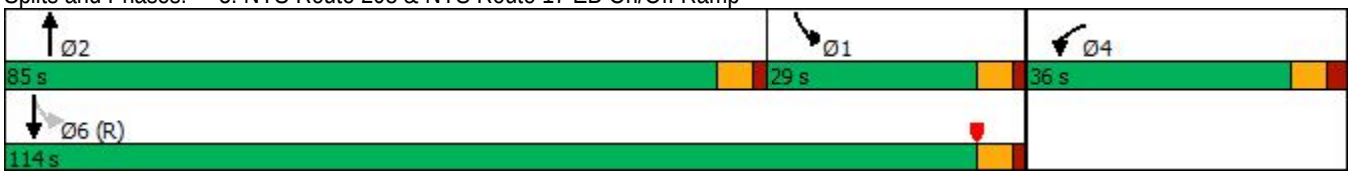
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.5		79.5	150.0	108.5	108.5
Actuated g/C Ratio	0.20		0.53	1.00	0.72	0.72
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	47.8	10.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	47.8	10.8
LOS	F		D	A	D	B
Approach Delay	101.1		34.9			20.5
Approach LOS	F		C			C
Queue Length 50th (ft)	328		746	0	168	431
Queue Length 95th (ft)	#542		#1041	0	m186	m430
Internal Link Dist (ft)	430		222			428
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 37.3 Intersection LOS: D
Intersection Capacity Utilization 95.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			476
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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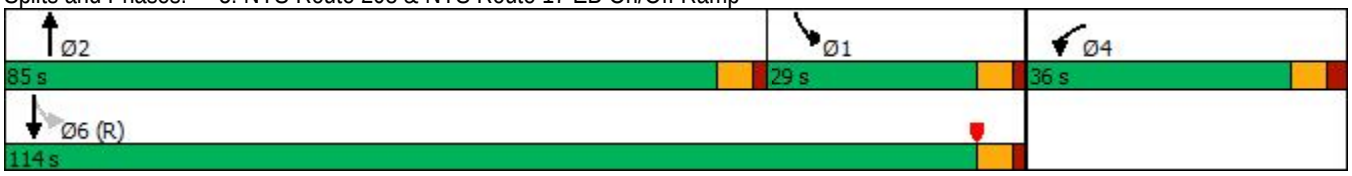
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	29.5		79.5	150.0	108.5	108.5
Actuated g/C Ratio	0.20		0.53	1.00	0.72	0.72
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
LOS	F		D	A	D	A
Approach Delay	101.1		34.9			17.4
Approach LOS	F		C			B
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			396
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 95.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	38	508	183	275	442
Future Volume (vph)	59	38	508	183	275	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948			0.850		
Flt Protected	0.970					0.981
Satd. Flow (prot)	1636	0	1853	1560	0	1860
Flt Permitted	0.970					0.625
Satd. Flow (perm)	1636	0	1853	1560	0	1185
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	40			195		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			456
Travel Time (s)	11.6		8.3			5.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	63	40	540	195	293	470
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	540	195	0	763
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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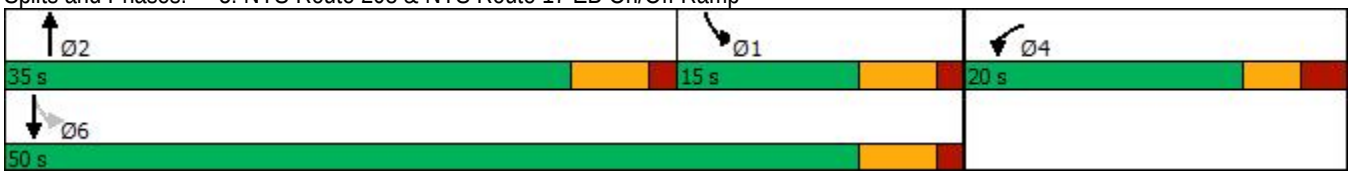
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	7.2		48.5	63.7		48.5
Actuated g/C Ratio	0.11		0.76	1.00		0.76
v/c Ratio	0.47		0.38	0.12		0.85
Control Delay	24.4		4.8	0.2		20.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.4		4.8	0.2		20.6
LOS	C		A	A		C
Approach Delay	24.4		3.5			20.6
Approach LOS	C		A			C
Queue Length 50th (ft)	23		63	0		177
Queue Length 95th (ft)	62		135	0		#511
Internal Link Dist (ft)	430		591			376
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1411	1560		902
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.26		0.38	0.13		0.85

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.7			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			501
Travel Time (s)	11.6		8.3			6.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			421
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

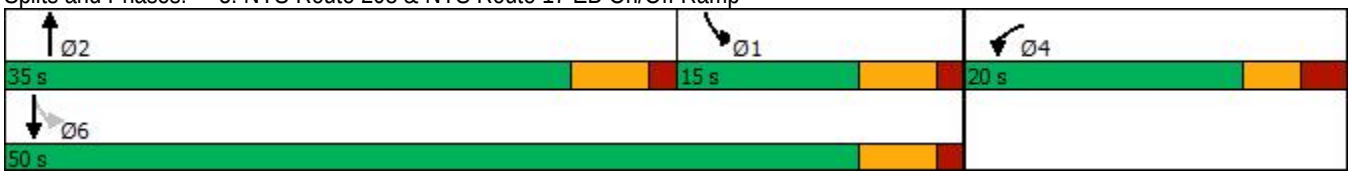
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			489
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

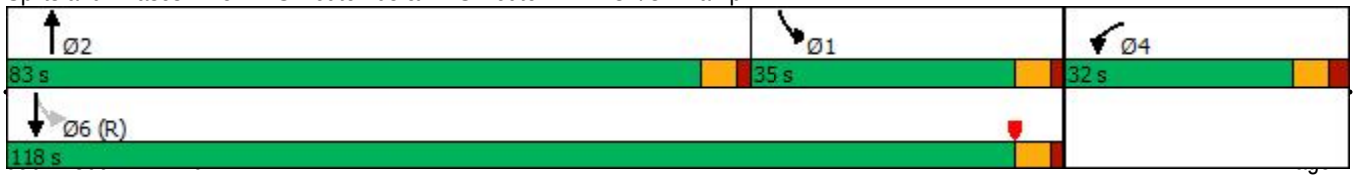
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			7.1
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			409
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15

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



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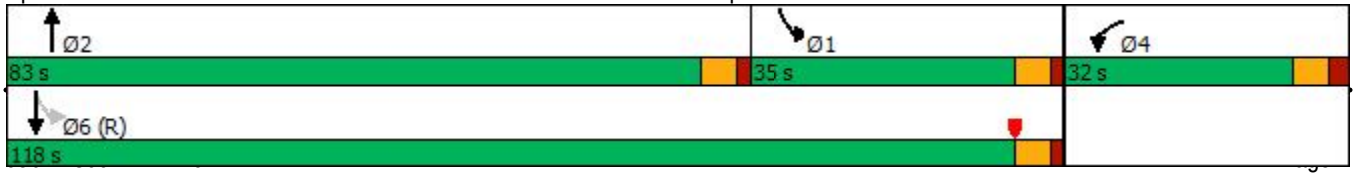
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			491
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	15.4	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	15.4	4.7
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			8.6
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	97	189
Queue Length 95th (ft)	206		585	0	122	177
Internal Link Dist (ft)	430		222			411
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



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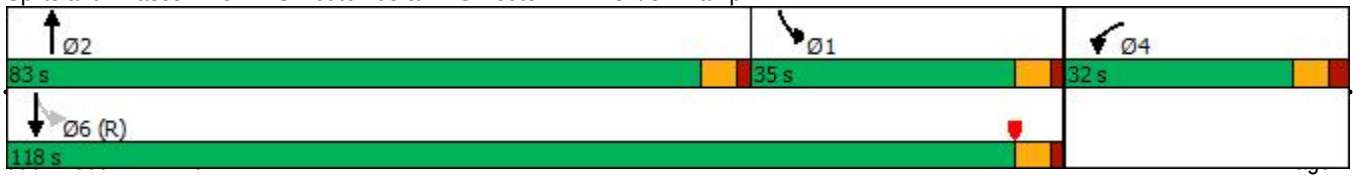
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			492
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	15.4	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	15.4	4.7
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			8.6
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	97	188
Queue Length 95th (ft)	206		585	0	122	177
Internal Link Dist (ft)	430		222			412
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971					0.982
Satd. Flow (prot)	1636	0	1853	1560	0	1861
Flt Permitted	0.971					0.549
Satd. Flow (perm)	1636	0	1853	1560	0	1040
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42			243		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			490
Travel Time (s)	11.6		8.3			6.1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	0	914
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	9.2		46.0	66.2		46.0
Actuated g/C Ratio	0.14		0.69	1.00		0.69
v/c Ratio	0.60		0.50	0.16		1.27
Control Delay	28.6		7.0	0.2		148.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.6		7.0	0.2		148.3
LOS	C		A	A		F
Approach Delay	28.6		5.2			148.3
Approach LOS	C		A			F
Queue Length 50th (ft)	43		96	0		~468
Queue Length 95th (ft)	94		209	0		#745
Internal Link Dist (ft)	430		591			410
Turn Bay Length (ft)				450		
Base Capacity (vph)	391		1286	1560		721
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.40		0.50	0.16		1.27

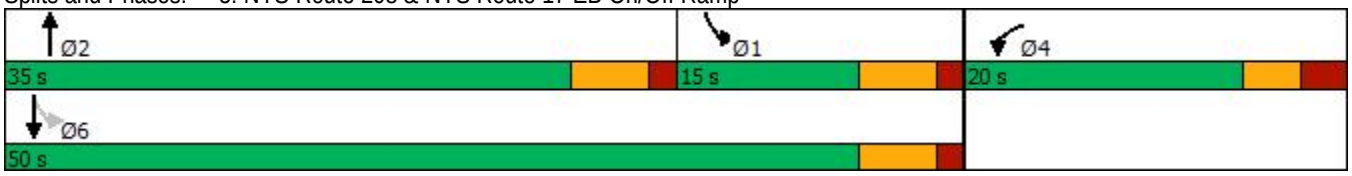
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 74.0		Intersection LOS: E	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

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

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

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



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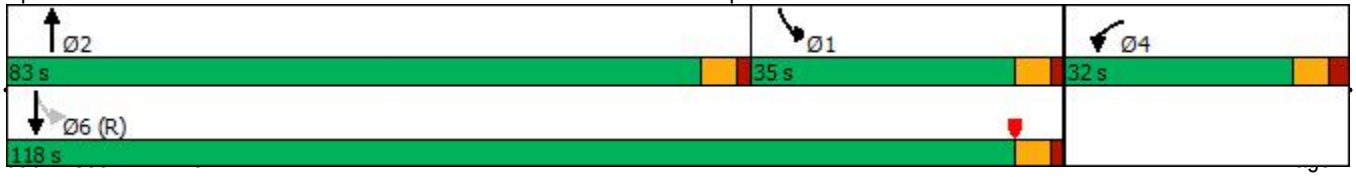
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			505
Travel Time (s)	11.6		3.7			6.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			7.1
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			425
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



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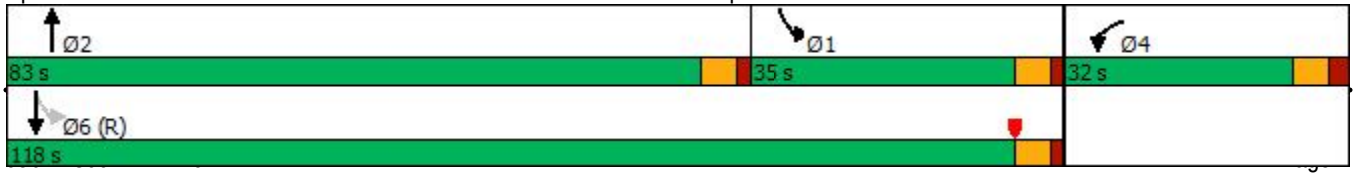
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			506
Travel Time (s)	11.6		3.7			6.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	15.4	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	15.4	4.7
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			8.6
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	97	188
Queue Length 95th (ft)	206		585	0	122	177
Internal Link Dist (ft)	430		222			426
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



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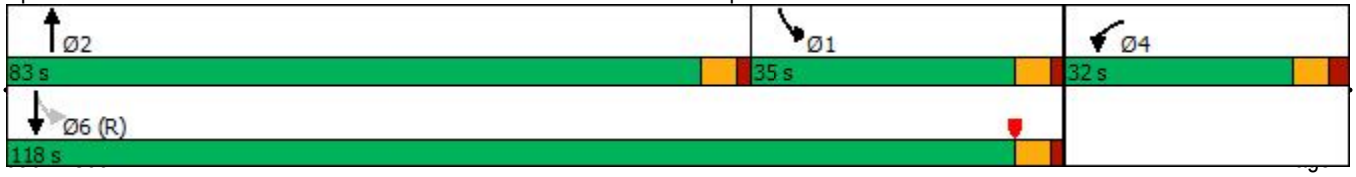
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	90	58	601	228	314	545
Future Volume (vph)	90	58	601	228	314	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947			0.850		
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1636	0	1853	1560	1823	1881
Flt Permitted	0.971				0.284	
Satd. Flow (perm)	1636	0	1853	1560	545	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	19			173		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			507
Travel Time (s)	11.6		3.7			6.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	11%	2%	3%	0%	2%
Adj. Flow (vph)	96	62	639	243	334	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	639	243	334	580
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	17.3		85.7	150.0	120.7	120.7
Actuated g/C Ratio	0.12		0.57	1.00	0.80	0.80
v/c Ratio	0.77		0.60	0.16	0.48	0.38
Control Delay	79.5		25.1	0.2	13.2	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	79.5		25.1	0.2	13.2	3.6
LOS	E		C	A	B	A
Approach Delay	79.5		18.2			7.1
Approach LOS	E		B			A
Queue Length 50th (ft)	135		395	0	81	181
Queue Length 95th (ft)	206		585	0	111	100
Internal Link Dist (ft)	430		222			427
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	293		1058	1560	689	1513
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.54		0.60	0.16	0.48	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	28	478	151	334	421
Future Volume (vph)	51	28	478	151	334	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.978
Satd. Flow (prot)	1719	0	1872	1591	0	1866
Flt Permitted	0.969					0.623
Satd. Flow (perm)	1719	0	1872	1591	0	1189
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	29			157		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			519
Travel Time (s)	11.6		8.3			6.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	53	29	498	157	348	439
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	498	157	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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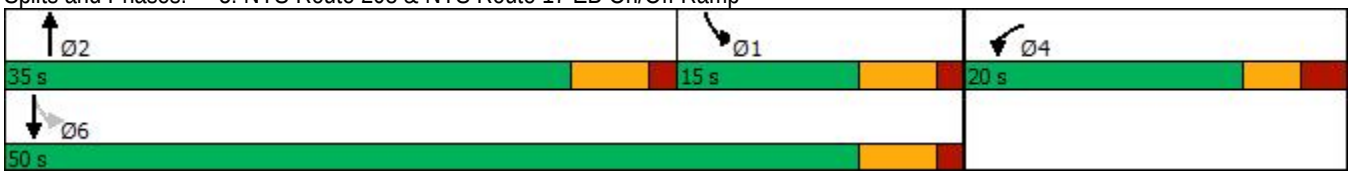
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	6.7		48.5	63.2		48.5
Actuated g/C Ratio	0.11		0.77	1.00		0.77
v/c Ratio	0.40		0.35	0.10		0.86
Control Delay	24.1		4.2	0.1		21.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	24.1		4.2	0.1		21.6
LOS	C		A	A		C
Approach Delay	24.1		3.2			21.6
Approach LOS	C		A			C
Queue Length 50th (ft)	19		54	0		185
Queue Length 95th (ft)	55		112	0		#519
Internal Link Dist (ft)	430		591			439
Turn Bay Length (ft)				450		
Base Capacity (vph)	417		1437	1591		913
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.20		0.35	0.10		0.86

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.2			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	54	641	225	387	630
Future Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966					0.981
Satd. Flow (prot)	1732	0	1872	1591	0	1871
Flt Permitted	0.966					0.510
Satd. Flow (perm)	1732	0	1872	1591	0	973
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			512
Travel Time (s)	11.6		8.3			6.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	0	1059
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.2		44.6	65.9		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.64		0.53	0.15		1.61
Control Delay	32.1		7.8	0.2		299.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.1		7.8	0.2		299.0
LOS	C		A	A		F
Approach Delay	32.1		5.8			299.0
Approach LOS	C		A			F
Queue Length 50th (ft)	60		112	0		~630
Queue Length 95th (ft)	118		224	0		#908
Internal Link Dist (ft)	430		591			432
Turn Bay Length (ft)				450		
Base Capacity (vph)	403		1267	1591		658
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.46		0.53	0.15		1.61

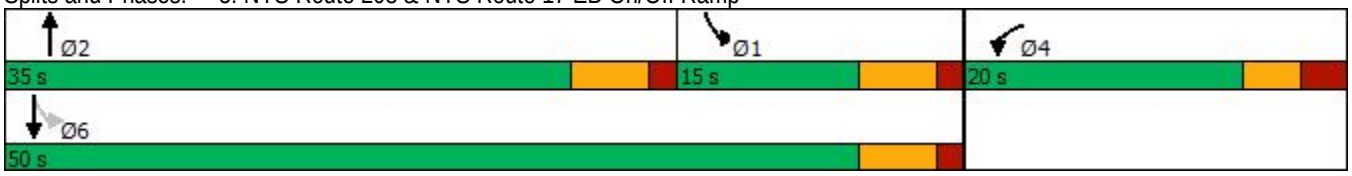
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.9			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.61			
Intersection Signal Delay: 152.7		Intersection LOS: F	
Intersection Capacity Utilization 112.3%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	54	641	225	387	630
Future Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1732	0	1872	1591	1823	1900
Flt Permitted	0.966				0.256	
Satd. Flow (perm)	1732	0	1872	1591	491	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12			160		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			506
Travel Time (s)	11.6		3.7			6.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	403	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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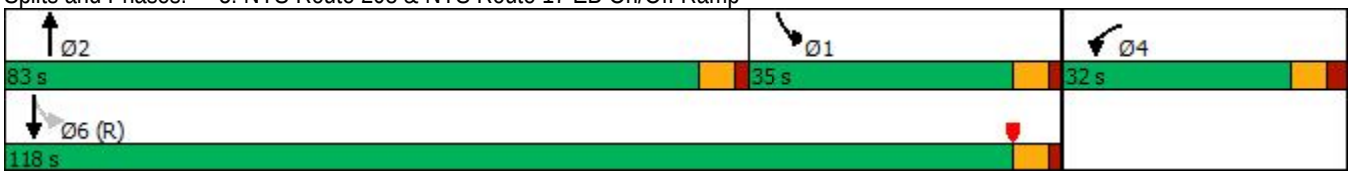


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	19.3		83.7	150.0	118.7	118.7
Actuated g/C Ratio	0.13		0.56	1.00	0.79	0.79
v/c Ratio	0.80		0.64	0.15	0.62	0.44
Control Delay	82.8		27.3	0.2	18.4	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	82.8		27.3	0.2	18.4	3.7
LOS	F		C	A	B	A
Approach Delay	82.8		20.2			9.3
Approach LOS	F		C			A
Queue Length 50th (ft)	168		437	0	67	100
Queue Length 95th (ft)	246		629	0	m188	242
Internal Link Dist (ft)	430		222			426
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	304		1044	1591	650	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.64	0.15	0.62	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	54	641	225	387	630
Future Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1732	0	1872	1591	1823	1900
Flt Permitted	0.966				0.256	
Satd. Flow (perm)	1732	0	1872	1591	491	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12			160		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			471
Travel Time (s)	11.6		3.7			5.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	403	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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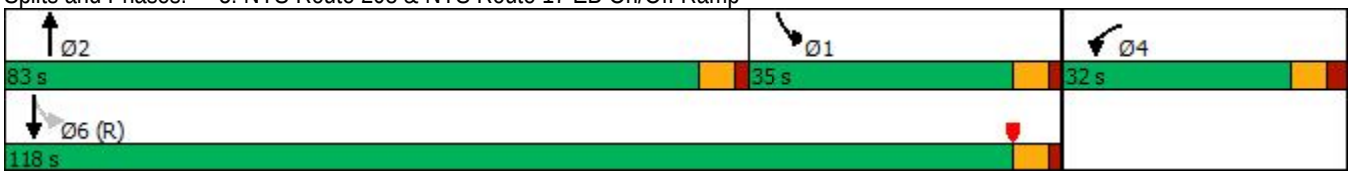


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	19.3		83.7	150.0	118.7	118.7
Actuated g/C Ratio	0.13		0.56	1.00	0.79	0.79
v/c Ratio	0.80		0.64	0.15	0.62	0.44
Control Delay	82.8		27.3	0.2	18.7	3.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	82.8		27.3	0.2	18.7	3.4
LOS	F		C	A	B	A
Approach Delay	82.8		20.2			9.3
Approach LOS	F		C			A
Queue Length 50th (ft)	168		437	0	80	141
Queue Length 95th (ft)	246		629	0	m192	208
Internal Link Dist (ft)	430		222			391
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	304		1044	1591	650	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.64	0.15	0.62	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	54	641	225	387	630
Future Volume (vph)	125	54	641	225	387	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959			0.850		
Flt Protected	0.966				0.950	
Satd. Flow (prot)	1732	0	1872	1591	1823	1900
Flt Permitted	0.966				0.256	
Satd. Flow (perm)	1732	0	1872	1591	491	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12			160		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			496
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	56	668	234	403	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	668	234	403	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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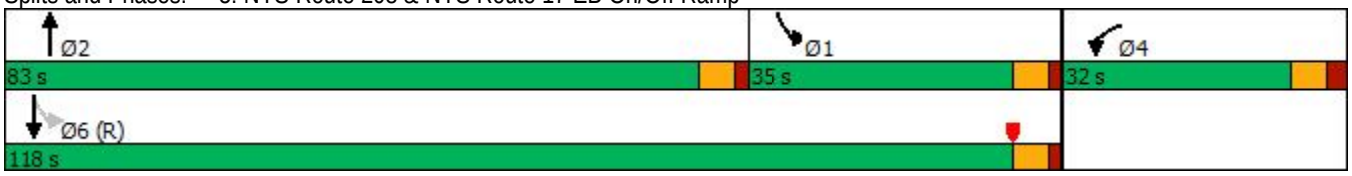


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	19.3		83.7	150.0	118.7	118.7
Actuated g/C Ratio	0.13		0.56	1.00	0.79	0.79
v/c Ratio	0.80		0.64	0.15	0.62	0.44
Control Delay	82.8		27.3	0.2	18.7	3.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	82.8		27.3	0.2	18.7	3.4
LOS	F		C	A	B	A
Approach Delay	82.8		20.2			9.3
Approach LOS	F		C			A
Queue Length 50th (ft)	168		437	0	80	141
Queue Length 95th (ft)	246		629	0	m192	208
Internal Link Dist (ft)	430		222			416
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	304		1044	1591	650	1503
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.64	0.15	0.62	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	68	662	225	406	649
Future Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969					0.981
Satd. Flow (prot)	1719	0	1872	1591	0	1871
Flt Permitted	0.969					0.490
Satd. Flow (perm)	1719	0	1872	1591	0	935
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	35			234		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			487
Travel Time (s)	11.6		8.3			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	0	1099
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		1	1	1	2
Detector Template					Left	
Leading Detector (ft)	83		0	0	50	83
Trailing Detector (ft)	-5		0	0	0	-5
Detector 1 Position(ft)	-5		0	0	0	-5
Detector 1 Size(ft)	40		0	0	20	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43					43
Detector 2 Size(ft)	40					40
Detector 2 Type	Cl+Ex					Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0					0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	20.0		35.0		15.0	50.0
Total Split (%)	28.6%		50.0%		21.4%	71.4%
Yellow Time (s)	3.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.5		5.5			5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.5		44.6	66.1		44.6
Actuated g/C Ratio	0.16		0.67	1.00		0.67
v/c Ratio	0.67		0.55	0.15		1.74
Control Delay	32.5		8.2	0.2		359.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	32.5		8.2	0.2		359.4
LOS	C		A	A		F
Approach Delay	32.5		6.2			359.4
Approach LOS	C		A			F
Queue Length 50th (ft)	63		121	0		~682
Queue Length 95th (ft)	124		235	0		#958
Internal Link Dist (ft)	430		591			407
Turn Bay Length (ft)				450		
Base Capacity (vph)	405		1262	1591		630
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.55	0.15		1.74

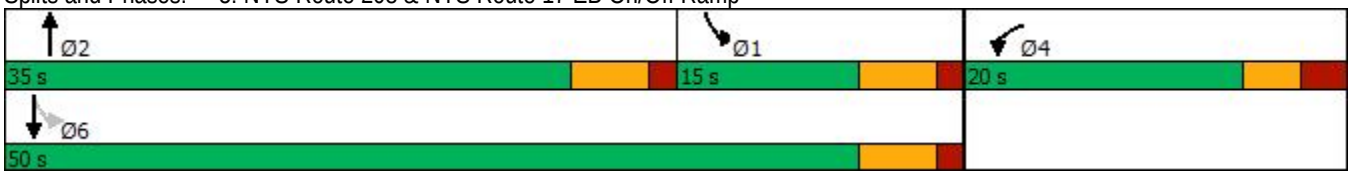
Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 66.1			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 183.1		Intersection LOS: F	
Intersection Capacity Utilization 116.3%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	68	662	225	406	649
Future Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1719	0	1872	1591	1823	1900
Flt Permitted	0.969				0.238	
Satd. Flow (perm)	1719	0	1872	1591	457	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16			155		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			490
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	423	676
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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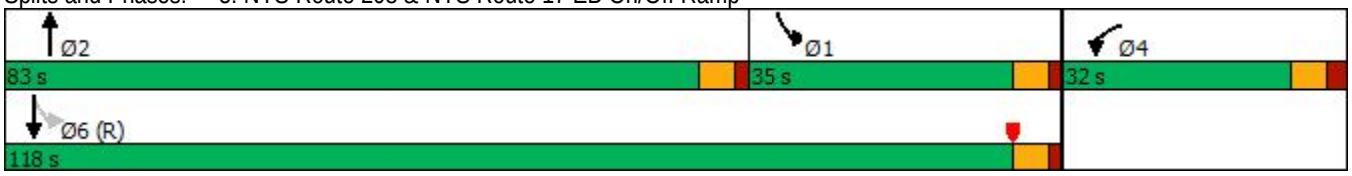


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	20.1		82.9	150.0	117.9	117.9
Actuated g/C Ratio	0.13		0.55	1.00	0.79	0.79
v/c Ratio	0.82		0.67	0.15	0.67	0.45
Control Delay	83.6		28.7	0.2	23.1	3.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.6		28.7	0.2	23.1	3.9
LOS	F		C	A	C	A
Approach Delay	83.6		21.5			11.3
Approach LOS	F		C			B
Queue Length 50th (ft)	179		468	0	104	114
Queue Length 95th (ft)	263		663	0	m213	m246
Internal Link Dist (ft)	430		222			410
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1034	1591	627	1493
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.67	0.15	0.67	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	68	662	225	406	649
Future Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1719	0	1872	1591	1823	1900
Flt Permitted	0.969				0.238	
Satd. Flow (perm)	1719	0	1872	1591	457	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16			155		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			515
Travel Time (s)	11.6		3.7			6.4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	423	676
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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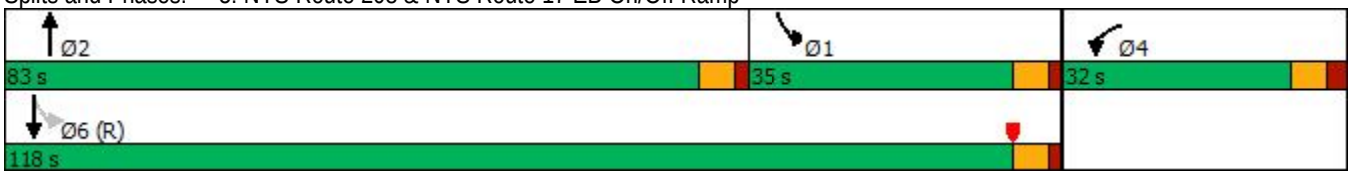


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	20.1		82.9	150.0	117.9	117.9
Actuated g/C Ratio	0.13		0.55	1.00	0.79	0.79
v/c Ratio	0.82		0.67	0.15	0.67	0.45
Control Delay	83.6		28.7	0.2	23.6	3.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.6		28.7	0.2	23.6	3.7
LOS	F		C	A	C	A
Approach Delay	83.6		21.5			11.4
Approach LOS	F		C			B
Queue Length 50th (ft)	179		468	0	112	157
Queue Length 95th (ft)	263		663	0	m215	229
Internal Link Dist (ft)	430		222			435
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1034	1591	627	1493
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.67	0.15	0.67	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	125	68	662	225	406	649
Future Volume (vph)	125	68	662	225	406	649
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1719	0	1872	1591	1823	1900
Flt Permitted	0.969				0.238	
Satd. Flow (perm)	1719	0	1872	1591	457	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	16			155		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			494
Travel Time (s)	11.6		3.7			6.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	7%	1%	1%	0%	1%
Adj. Flow (vph)	130	71	690	234	423	676
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	690	234	423	676
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA

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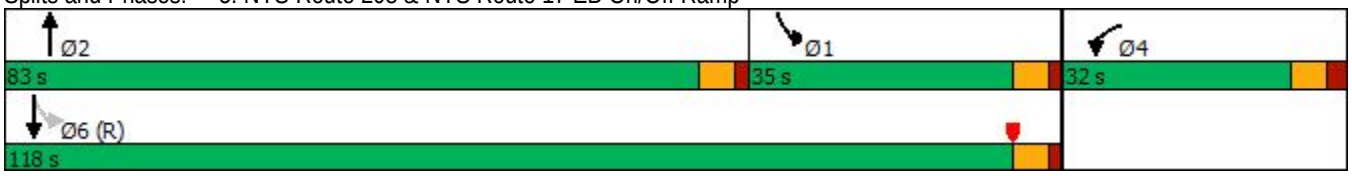


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	32.0		83.0		35.0	118.0
Total Split (%)	21.3%		55.3%		23.3%	78.7%
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		Max		None	C-Max
Act Effct Green (s)	20.1		82.9	150.0	117.9	117.9
Actuated g/C Ratio	0.13		0.55	1.00	0.79	0.79
v/c Ratio	0.82		0.67	0.15	0.67	0.45
Control Delay	83.6		28.7	0.2	23.1	3.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	83.6		28.7	0.2	23.1	3.9
LOS	F		C	A	C	A
Approach Delay	83.6		21.5			11.3
Approach LOS	F		C			B
Queue Length 50th (ft)	179		468	0	104	114
Queue Length 95th (ft)	263		663	0	m213	m246
Internal Link Dist (ft)	430		222			414
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	305		1034	1591	627	1493
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.67	0.15	0.67	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1701	0	0	1756	1796	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1104	0	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			

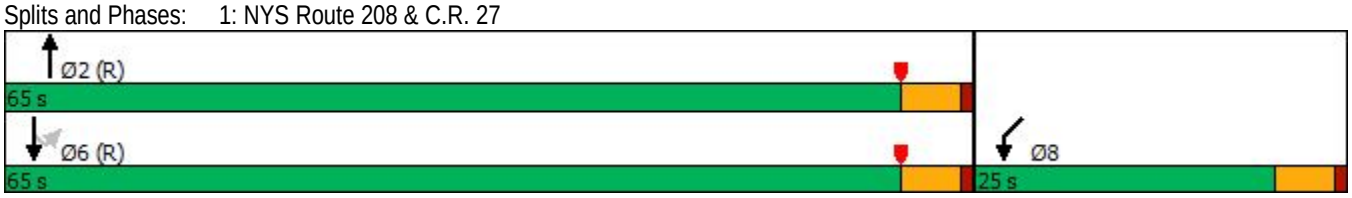
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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.90			0.32	0.77	
Control Delay	23.5			6.3	51.2	
Queue Delay	7.4			0.0	0.0	
Total Delay	30.9			6.3	51.2	
Queue Length 50th (ft)	420			75	136	
Queue Length 95th (ft)	#859			134	209	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1225			1245	399	
Starvation Cap Reductn	101			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.98			0.32	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & C.R. 27



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HCM 2010 does not recognise the approach geometry.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			836
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

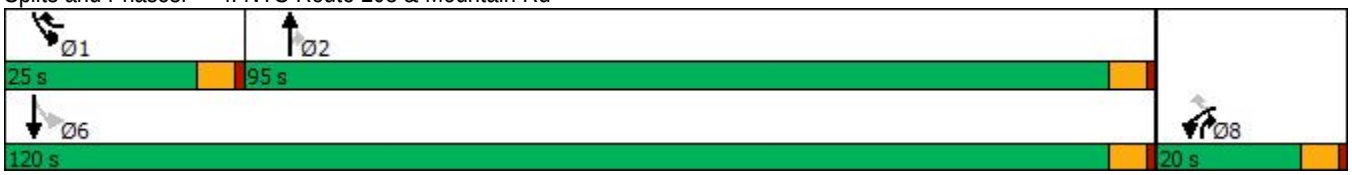
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			756
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	185	1137	227	165	637
Future Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	8.4				4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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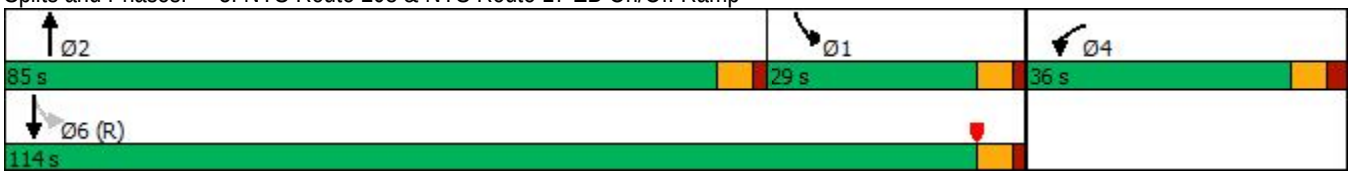
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			483
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			403
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			619			913			434	
Travel Time (s)		3.7			14.1			11.3			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

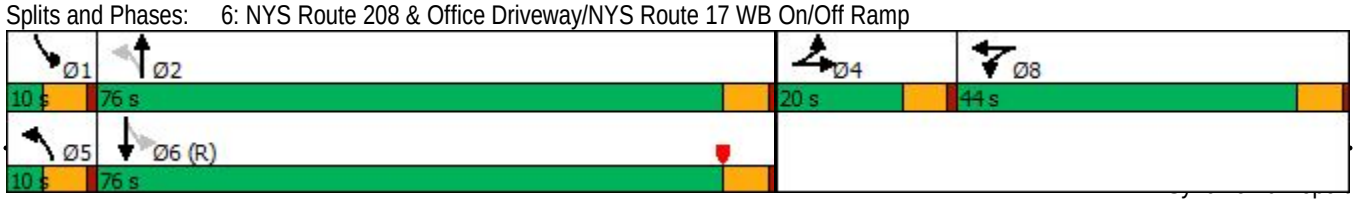
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			539			833			354	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.348				0.950	
Satd. Flow (perm)	602	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0

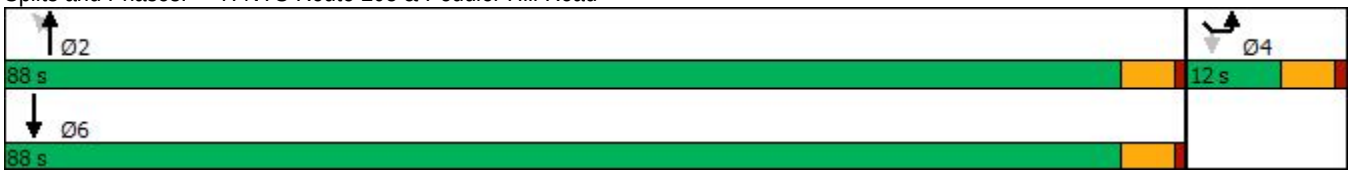
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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	1.05	0.51		0.09	0.34
Control Delay	2.3	50.0	3.2		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.3	50.0	3.2		46.0	21.9
Queue Length 50th (ft)	8	~1172	91		5	0
Queue Length 95th (ft)	21	#1478	167		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	543	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	1.05	0.51		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	101	1503	715	8	7	38
Future Volume (veh/h)	101	1503	715	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1616	769	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	595	1567	1531	18	60	54
Arrive On Green	0.86	0.86	0.86	0.86	0.03	0.03
Sat Flow, veh/h	688	1818	1777	21	1756	1568
Grp Volume(v), veh/h	109	1616	0	778	8	41
Grp Sat Flow(s),veh/h/ln	688	1818	0	1797	1756	1568
Q Serve(g_s), s	4.4	83.0	0.0	10.1	0.4	2.5
Cycle Q Clear(g_c), s	14.6	83.0	0.0	10.1	0.4	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	595	1567	0	1549	60	54
V/C Ratio(X)	0.18	1.03	0.00	0.50	0.13	0.76
Avail Cap(c_a), veh/h	595	1567	0	1549	128	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	6.6	0.0	1.6	45.1	46.1
Incr Delay (d2), s/veh	0.1	31.2	0.0	0.1	0.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	52.8	0.0	4.8	0.2	1.2
LnGrp Delay(d),s/veh	3.4	37.9	0.0	1.7	45.5	54.2
LnGrp LOS	A	F		A	D	D
Approach Vol, veh/h		1725	778		49	
Approach Delay, s/veh		35.7	1.7		52.8	
Approach LOS		D	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		8.3		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		4.5		12.1		
Green Ext Time (p_c), s		0.0		0.0		2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

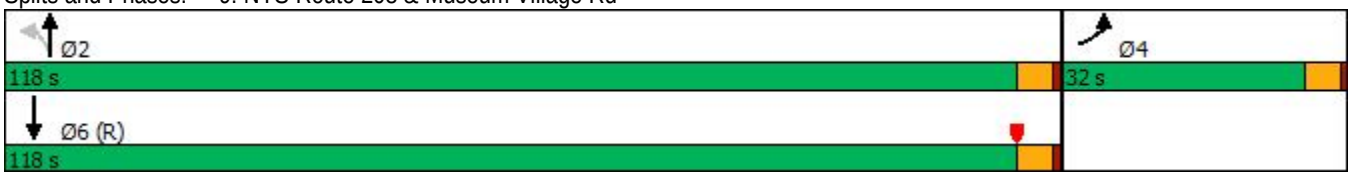
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

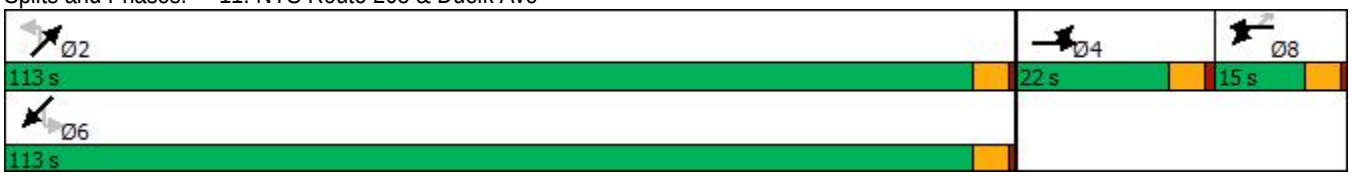
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		580			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	146	919	148	21	617
Future Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.126	
Satd. Flow (perm)	1770	1583	1845	1599	227	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155		157		
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	155	978	157	22	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

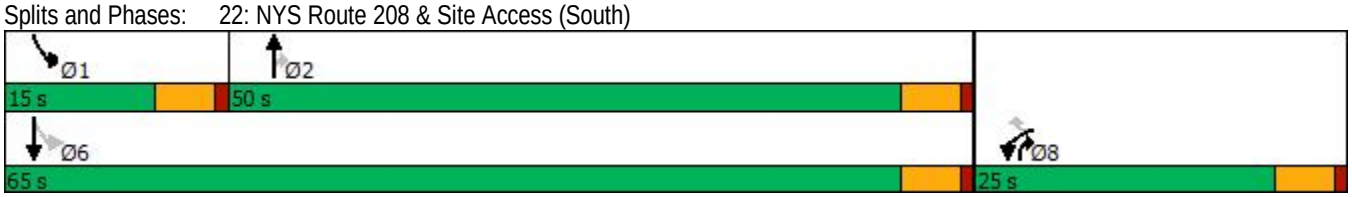
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.5	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.43	0.48	0.78	0.11	0.08	0.49
Control Delay	35.4	11.0	16.8	0.5	3.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	11.0	16.8	0.5	3.5	5.7
Queue Length 50th (ft)	33	0	169	0	2	84
Queue Length 95th (ft)	82	49	#697	8	8	186
Internal Link Dist (ft)	93		285			234
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	522	576	1246	1544	385	1603
Starvation Cap Reductn	0	0	0	0	0	96
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.78	0.10	0.06	0.44

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	146	919	148	21	617
Future Volume (veh/h)	86	146	919	148	21	617
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	91	155	978	157	22	656
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	243	217	1068	1144	221	1250
Arrive On Green	0.14	0.14	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	91	155	978	157	22	656
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	2.7	5.4	27.5	1.8	0.3	10.2
Cycle Q Clear(g_c), s	2.7	5.4	27.5	1.8	0.3	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	1068	1144	221	1250
V/C Ratio(X)	0.37	0.72	0.92	0.14	0.10	0.52
Avail Cap(c_a), veh/h	612	546	1432	1460	481	1873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	23.9	10.9	2.6	11.7	4.4
Incr Delay (d2), s/veh	0.4	1.7	6.5	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	15.8	1.2	0.2	5.0
LnGrp Delay(d),s/veh	23.1	25.6	17.5	2.6	11.9	4.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	246		1135			678
Approach Delay, s/veh	24.7		15.4			4.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.5	38.6				45.0		12.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	29.5				12.2		7.4
Green Ext Time (p_c), s	0.0	4.0				2.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

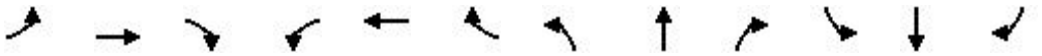
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

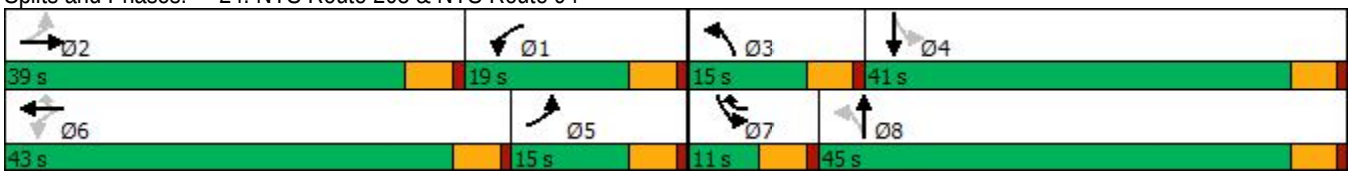
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	327			836	1416	
Travel Time (s)	7.4			10.4	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1701	0	0	1756	1796	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1104	0	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			

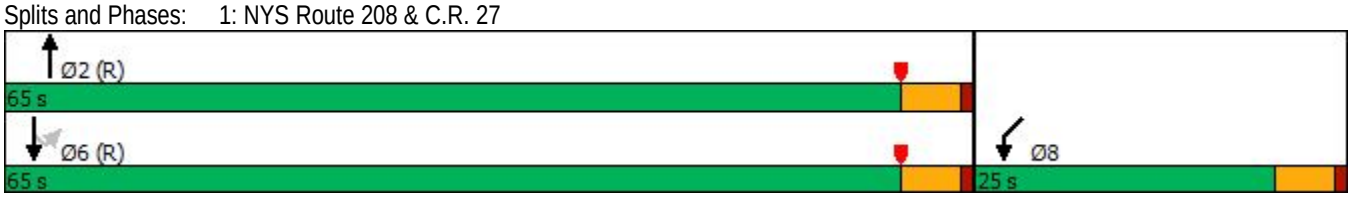
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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.90			0.32	0.77	
Control Delay	23.5			6.3	51.2	
Queue Delay	7.4			0.0	0.0	
Total Delay	30.9			6.3	51.2	
Queue Length 50th (ft)	420			75	136	
Queue Length 95th (ft)	#859			134	209	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1225			1245	399	
Starvation Cap Reductn	101			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.98			0.32	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & C.R. 27



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HCM 2010 does not recognise the approach geometry.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			836
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

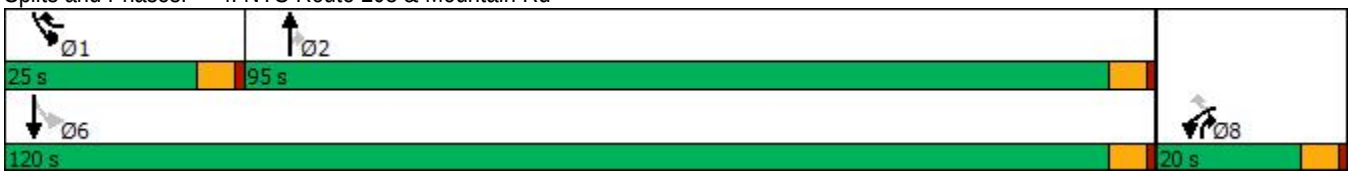
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			756
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	185	1137	227	165	637
Future Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	8.4				4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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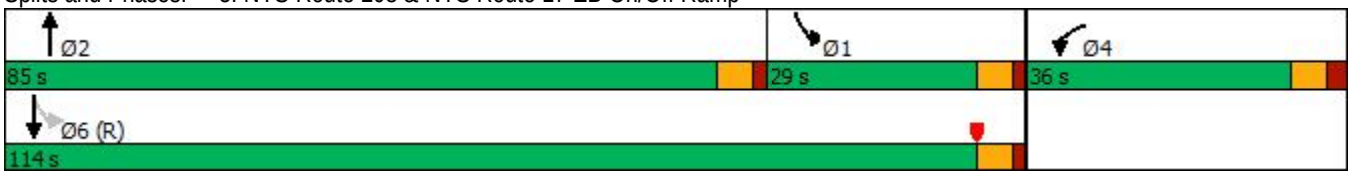
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			483
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			403
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			619			913			434	
Travel Time (s)		3.7			14.1			11.3			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

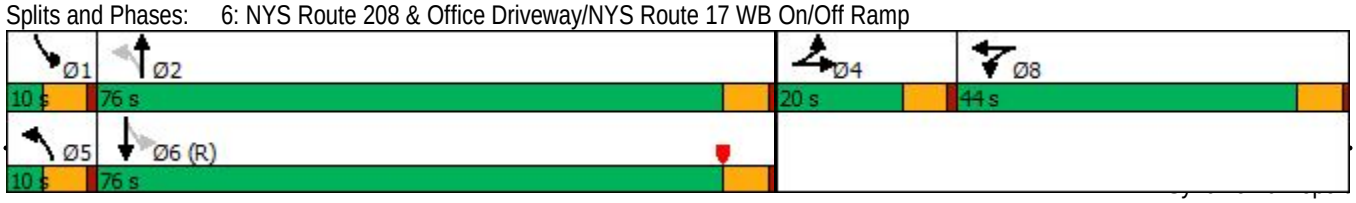
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			539			833			354	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.348				0.950	
Satd. Flow (perm)	602	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0

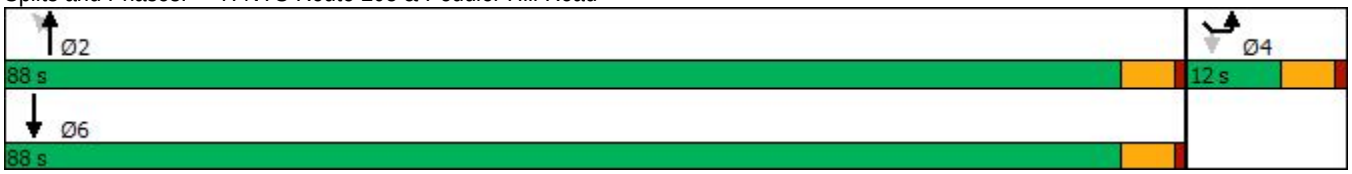
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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	1.05	0.51		0.09	0.34
Control Delay	2.3	50.0	3.2		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.3	50.0	3.2		46.0	21.9
Queue Length 50th (ft)	8	~1172	91		5	0
Queue Length 95th (ft)	21	#1478	167		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	543	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	1.05	0.51		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	101	1503	715	8	7	38
Future Volume (veh/h)	101	1503	715	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1616	769	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	595	1567	1531	18	60	54
Arrive On Green	0.86	0.86	0.86	0.86	0.03	0.03
Sat Flow, veh/h	688	1818	1777	21	1756	1568
Grp Volume(v), veh/h	109	1616	0	778	8	41
Grp Sat Flow(s),veh/h/ln	688	1818	0	1797	1756	1568
Q Serve(g_s), s	4.4	83.0	0.0	10.1	0.4	2.5
Cycle Q Clear(g_c), s	14.6	83.0	0.0	10.1	0.4	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	595	1567	0	1549	60	54
V/C Ratio(X)	0.18	1.03	0.00	0.50	0.13	0.76
Avail Cap(c_a), veh/h	595	1567	0	1549	128	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	6.6	0.0	1.6	45.1	46.1
Incr Delay (d2), s/veh	0.1	31.2	0.0	0.1	0.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	52.8	0.0	4.8	0.2	1.2
LnGrp Delay(d),s/veh	3.4	37.9	0.0	1.7	45.5	54.2
LnGrp LOS	A	F		A	D	D
Approach Vol, veh/h		1725	778		49	
Approach Delay, s/veh		35.7	1.7		52.8	
Approach LOS		D	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		8.3		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		4.5		12.1		
Green Ext Time (p_c), s		0.0		0.0		2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

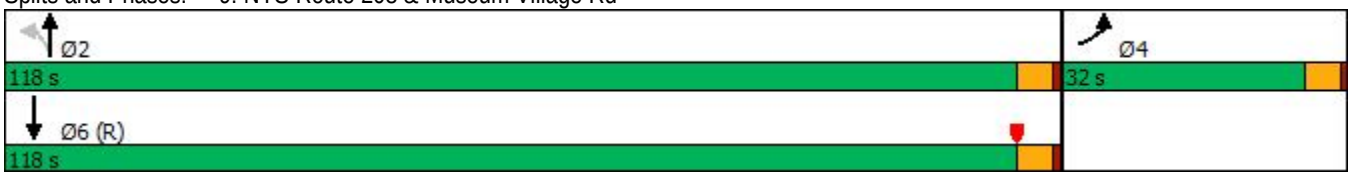
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

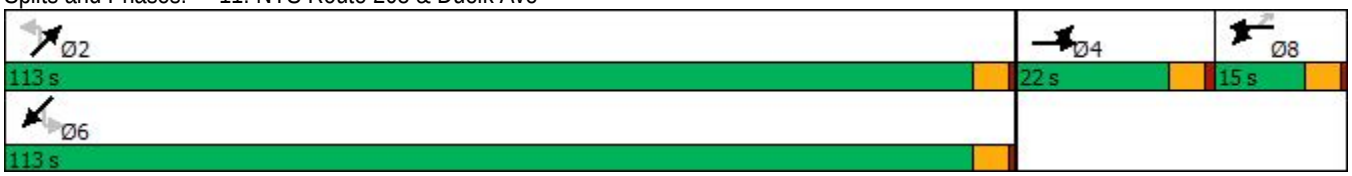
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		580			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

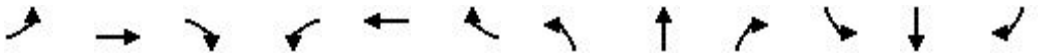
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	86	5	146	5	919	148	21	617	5
Future Volume (vph)	5	5	5	86	5	146	5	919	148	21	617	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	0		0	0		0	0		150	100		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.855				0.850		0.999	
Flt Protected		0.984		0.950						0.950		
Satd. Flow (prot)	0	1750	0	1770	1593	0	0	1845	1599	1711	1808	0
Flt Permitted		0.984		0.950				0.997		0.080		
Satd. Flow (perm)	0	1750	0	1770	1593	0	0	1840	1599	144	1808	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			155				112		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		166			173			365			314	
Travel Time (s)		3.8			3.9			5.5			4.8	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.92	0.94	0.92	0.94	0.94	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	5	5	5	91	5	155	5	978	157	22	656	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	91	160	0	0	983	157	22	661	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2	2	2	2	
Detector Template	Left				Thru		Left					
Leading Detector (ft)	20	83		83	100		20	83	83	83	83	
Trailing Detector (ft)	0	-5		-5	0		0	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5		-5	0		0	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40		40	6		20	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43		43	94			43	43	43	43	
Detector 2 Size(ft)		40		40	6			40	40	40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	

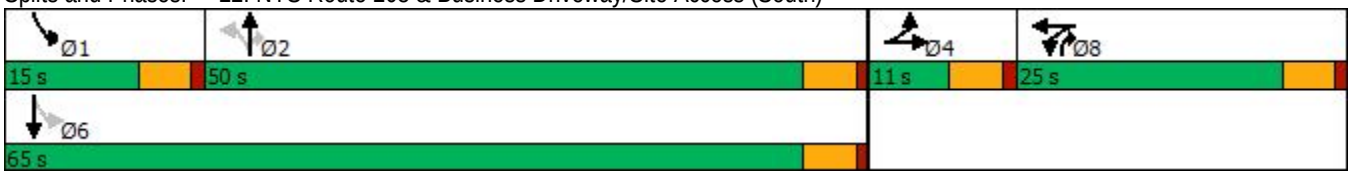
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA		Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	4	4		8	8			2	8	1	6	
Permitted Phases							2		2	6		
Detector Phase	4	4		8	8		2	2	8	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0	5.0	5.0	10.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		15.0	15.0	10.0	10.5	15.0	
Total Split (s)	11.0	11.0		25.0	25.0		50.0	50.0	25.0	15.0	65.0	
Total Split (%)	10.9%	10.9%		24.8%	24.8%		49.5%	49.5%	24.8%	14.9%	64.4%	
Maximum Green (s)	6.0	6.0		20.0	20.0		45.0	45.0	20.0	10.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None		None	None		Min	Min	None	None	Min	
v/c Ratio		0.11		0.43	0.49			0.81	0.11	0.09	0.51	
Control Delay		32.0		37.6	12.3			20.4	1.0	5.4	7.6	
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay		32.0		37.6	12.3			20.4	1.0	5.4	7.6	
Queue Length 50th (ft)		4		33	2			170	0	2	84	
Queue Length 95th (ft)		26		94	57			#878	12	13	308	
Internal Link Dist (ft)		86			93			285			234	
Turn Bay Length (ft)									150	100		
Base Capacity (vph)		157		515	573			1208	1488	330	1578	
Starvation Cap Reductn		0		0	0			0	0	0	90	
Spillback Cap Reductn		0		0	0			0	0	0	0	
Storage Cap Reductn		0		0	0			0	0	0	0	
Reduced v/c Ratio		0.10		0.18	0.28			0.81	0.11	0.07	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 101
Actuated Cycle Length: 70.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Business Driveway/Site Access (South)



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	86	5	146	5	919	148	21	617	5
Future Volume (veh/h)	5	5	5	86	5	146	5	919	148	21	617	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1919	1845	1881	1863	1810	1900
Adj Flow Rate, veh/h	5	5	5	91	5	155	5	978	157	22	656	5
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.94	0.92	0.94	0.92	0.94	0.94	0.94	0.94	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	2	2	5	5
Cap, veh/h	10	10	10	234	7	204	49	1030	1106	167	1167	9
Arrive On Green	0.02	0.02	0.02	0.13	0.13	0.13	0.56	0.56	0.56	0.02	0.65	0.65
Sat Flow, veh/h	577	577	577	1774	50	1541	2	1841	1599	1774	1794	14
Grp Volume(v), veh/h	15	0	0	91	0	160	983	0	157	22	0	661
Grp Sat Flow(s),veh/h/ln	1732	0	0	1774	0	1591	1843	0	1599	1774	0	1808
Q Serve(g_s), s	0.6	0.0	0.0	3.5	0.0	7.3	4.5	0.0	2.5	0.4	0.0	15.1
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.5	0.0	7.3	37.8	0.0	2.5	0.4	0.0	15.1
Prop In Lane	0.33		0.33	1.00		0.97	0.01		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	31	0	0	234	0	210	1079	0	1106	167	0	1176
V/C Ratio(X)	0.48	0.00	0.00	0.39	0.00	0.76	0.91	0.00	0.14	0.13	0.00	0.56
Avail Cap(c_a), veh/h	138	0	0	472	0	423	1151	0	1169	360	0	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	29.8	0.0	31.5	15.6	0.0	4.0	16.8	0.0	7.2
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.4	0.0	2.2	10.0	0.0	0.0	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.7	0.0	3.3	21.8	0.0	1.6	0.3	0.0	7.4
LnGrp Delay(d),s/veh	40.8	0.0	0.0	30.2	0.0	33.6	25.6	0.0	4.0	17.2	0.0	7.4
LnGrp LOS	D			C		C	C		A	B		A
Approach Vol, veh/h		15			251			1140			683	
Approach Delay, s/veh		40.8			32.4			22.6			7.7	
Approach LOS		D			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	6.8	47.0		6.3		53.9		14.9
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0		6.0		60.0		20.0
Max Q Clear Time (g_c+I1), s	2.4	39.8		2.6		17.1		9.3
Green Ext Time (p_c), s	0.0	2.2		0.0		2.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

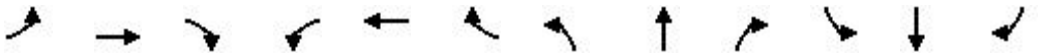
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

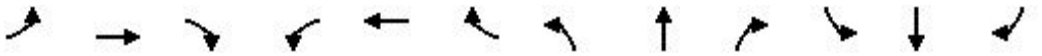
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

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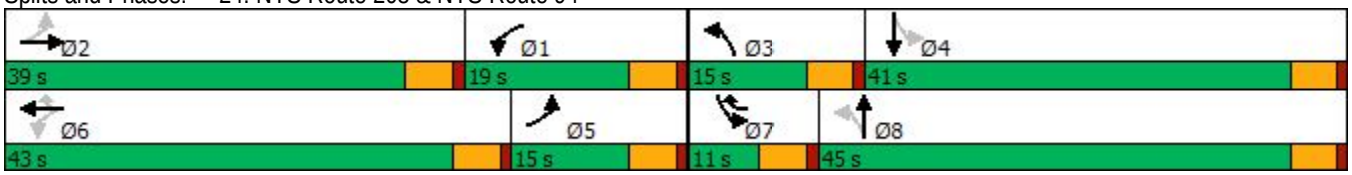


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	327			836	1416	
Travel Time (s)	7.4			10.4	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	714	390	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1104	403	250
Demand Flow Rate, veh/h	1141	423	255
Vehicles Circulating, veh/h	1	255	743
Vehicles Exiting, veh/h	677	743	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	7.9	11.3
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	743	398	423	255
Cap Entry Lane, veh/h	1378	1378	1063	646
Entry HV Adj Factor	0.962	0.980	0.952	0.980
Flow Entry, veh/h	714	390	403	250
Cap Entry, veh/h	1325	1351	1013	633
V/C Ratio	0.539	0.289	0.398	0.395
Control Delay, s/veh	8.5	5.2	7.9	11.3
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			476
Travel Time (s)	14.3		6.3			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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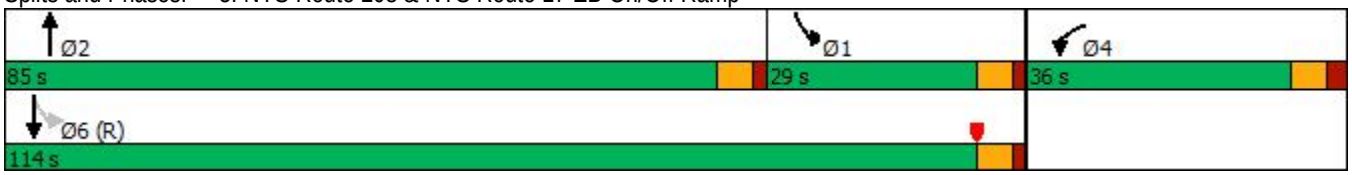
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			476
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			396
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			599			921			435	
Travel Time (s)		3.7			13.6			11.4			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

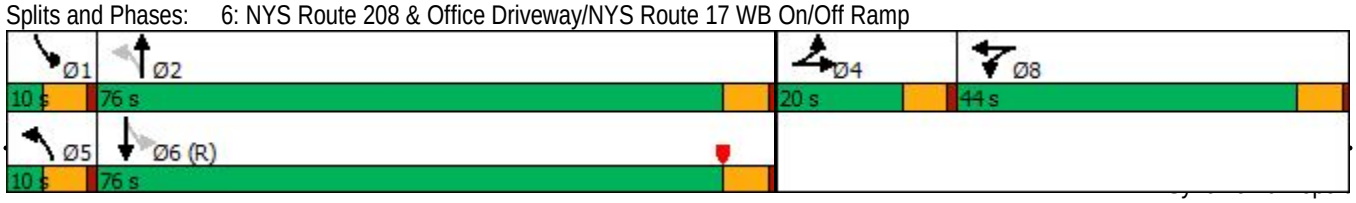
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			519			841			355	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.348				0.950	
Satd. Flow (perm)	602	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0

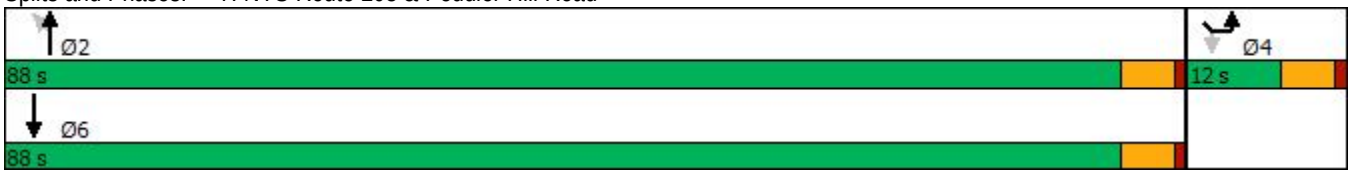
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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	1.05	0.51		0.09	0.34
Control Delay	2.3	50.0	3.2		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.3	50.0	3.2		46.0	21.9
Queue Length 50th (ft)	8	~1172	91		5	0
Queue Length 95th (ft)	21	#1478	167		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	543	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	1.05	0.51		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	101	1503	715	8	7	38
Future Volume (veh/h)	101	1503	715	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1616	769	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	595	1567	1531	18	60	54
Arrive On Green	0.86	0.86	0.86	0.86	0.03	0.03
Sat Flow, veh/h	688	1818	1777	21	1756	1568
Grp Volume(v), veh/h	109	1616	0	778	8	41
Grp Sat Flow(s),veh/h/ln	688	1818	0	1797	1756	1568
Q Serve(g_s), s	4.4	83.0	0.0	10.1	0.4	2.5
Cycle Q Clear(g_c), s	14.6	83.0	0.0	10.1	0.4	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	595	1567	0	1549	60	54
V/C Ratio(X)	0.18	1.03	0.00	0.50	0.13	0.76
Avail Cap(c_a), veh/h	595	1567	0	1549	128	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	6.6	0.0	1.6	45.1	46.1
Incr Delay (d2), s/veh	0.1	31.2	0.0	0.1	0.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	52.8	0.0	4.8	0.2	1.2
LnGrp Delay(d),s/veh	3.4	37.9	0.0	1.7	45.5	54.2
LnGrp LOS	A	F		A	D	D
Approach Vol, veh/h		1725	778		49	
Approach Delay, s/veh		35.7	1.7		52.8	
Approach LOS		D	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		8.3		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		4.5		12.1		
Green Ext Time (p_c), s		0.0		0.0		2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

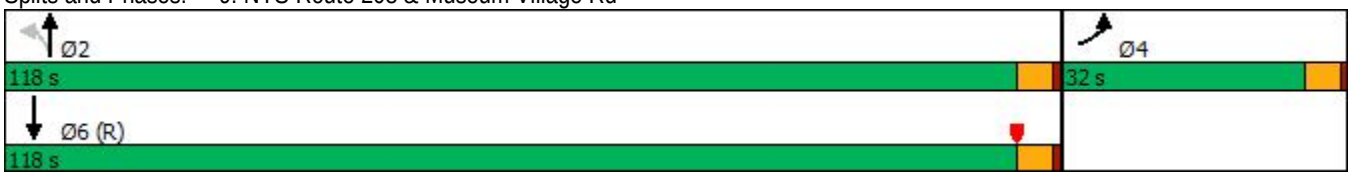
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

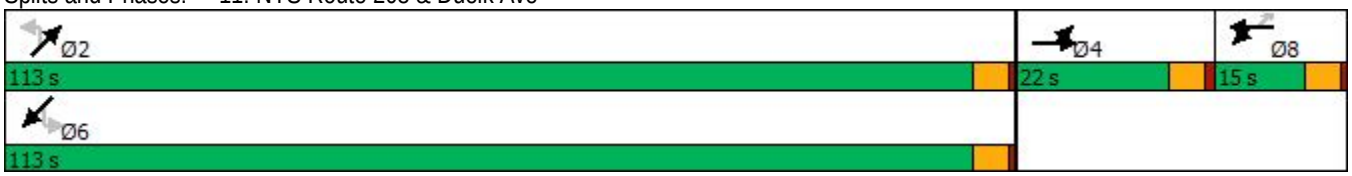
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		579			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	146	919	148	21	617
Future Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.915			0.850		
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1845	1599	0	3434
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	0	978	157	0	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	246	1135	678
Demand Flow Rate, veh/h	251	1177	711
Vehicles Circulating, veh/h	1017	22	93
Vehicles Exiting, veh/h	22	782	1175
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.8	13.0	5.5
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	251	1017	160	334	377
Cap Entry Lane, veh/h	488	1349	1349	1265	1276
Entry HV Adj Factor	0.980	0.962	0.980	0.954	0.953
Flow Entry, veh/h	246	978	157	319	359
Cap Entry, veh/h	479	1297	1323	1207	1216
V/C Ratio	0.514	0.754	0.119	0.264	0.296
Control Delay, s/veh	17.8	14.5	3.7	5.4	5.7
LOS	C	B	A	A	A
95th %tile Queue, veh	3	8	0	1	1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

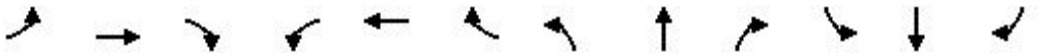
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

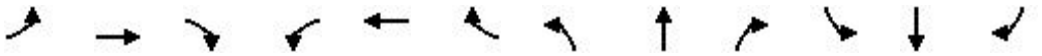
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

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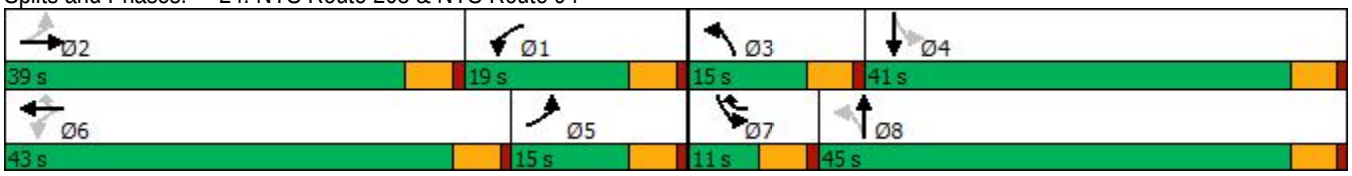


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	245			348	1421	
Travel Time (s)	5.6			4.3	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	714	390	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1104	403	250
Demand Flow Rate, veh/h	1141	423	255
Vehicles Circulating, veh/h	1	255	743
Vehicles Exiting, veh/h	677	743	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	7.9	11.3
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	743	398	423	255
Cap Entry Lane, veh/h	1378	1378	1063	646
Entry HV Adj Factor	0.962	0.980	0.952	0.980
Flow Entry, veh/h	714	390	403	250
Cap Entry, veh/h	1325	1351	1013	633
V/C Ratio	0.539	0.289	0.398	0.395
Control Delay, s/veh	8.5	5.2	7.9	11.3
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			476
Travel Time (s)	14.3		6.3			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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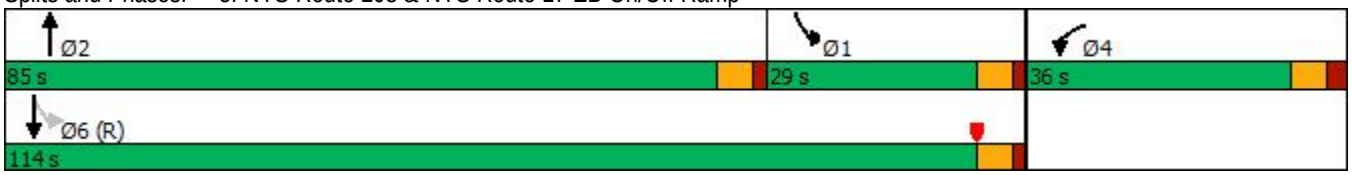
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			476
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			396
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			599			921			435	
Travel Time (s)		3.7			13.6			11.4			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

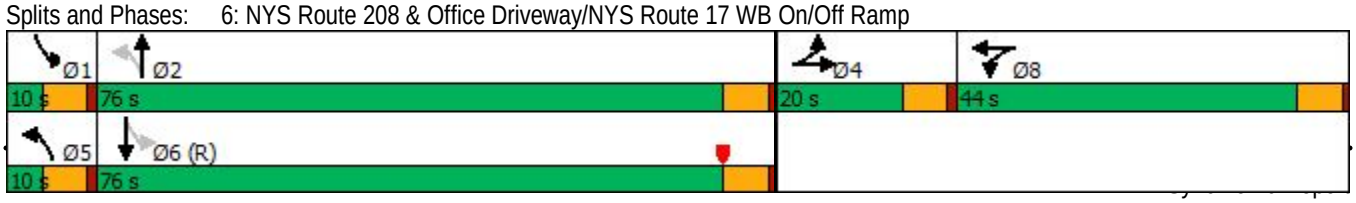
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			519			841			355	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.348				0.950	
Satd. Flow (perm)	602	1697	1678	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			41
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	2
Detector Template						
Leading Detector (ft)	83	83	83		83	83
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	43
Detector 2 Size(ft)	40	40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	0.0

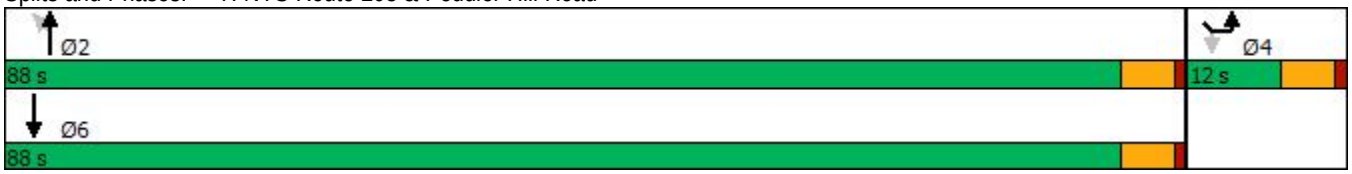
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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Turn Type	Perm	NA	NA		Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2					4
Detector Phase	2	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		3.0	3.0
Minimum Split (s)	10.0	10.0	10.0		8.0	8.0
Total Split (s)	88.0	88.0	88.0		12.0	12.0
Total Split (%)	88.0%	88.0%	88.0%		12.0%	12.0%
Maximum Green (s)	83.0	83.0	83.0		7.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None	None		None	None
v/c Ratio	0.20	1.05	0.51		0.09	0.34
Control Delay	2.3	50.0	3.2		46.0	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.3	50.0	3.2		46.0	21.9
Queue Length 50th (ft)	8	~1172	91		5	0
Queue Length 95th (ft)	21	#1478	167		20	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	543	1533	1516		121	146
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.20	1.05	0.51		0.07	0.28

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 94.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 208 & Peddler Hill Road



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Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	101	1503	715	8	7	38
Future Volume (veh/h)	101	1503	715	8	7	38
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1853	1818	1801	1890	1844	1844
Adj Flow Rate, veh/h	109	1616	769	9	8	41
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	5	5	2	2
Cap, veh/h	595	1567	1531	18	60	54
Arrive On Green	0.86	0.86	0.86	0.86	0.03	0.03
Sat Flow, veh/h	688	1818	1777	21	1756	1568
Grp Volume(v), veh/h	109	1616	0	778	8	41
Grp Sat Flow(s),veh/h/ln	688	1818	0	1797	1756	1568
Q Serve(g_s), s	4.4	83.0	0.0	10.1	0.4	2.5
Cycle Q Clear(g_c), s	14.6	83.0	0.0	10.1	0.4	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	595	1567	0	1549	60	54
V/C Ratio(X)	0.18	1.03	0.00	0.50	0.13	0.76
Avail Cap(c_a), veh/h	595	1567	0	1549	128	114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	6.6	0.0	1.6	45.1	46.1
Incr Delay (d2), s/veh	0.1	31.2	0.0	0.1	0.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	52.8	0.0	4.8	0.2	1.2
LnGrp Delay(d),s/veh	3.4	37.9	0.0	1.7	45.5	54.2
LnGrp LOS	A	F		A	D	D
Approach Vol, veh/h		1725	778		49	
Approach Delay, s/veh		35.7	1.7		52.8	
Approach LOS		D	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		88.0		8.3		88.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		83.0		7.0		83.0		
Max Q Clear Time (g_c+I1), s		85.0		4.5		12.1		
Green Ext Time (p_c), s		0.0		0.0		2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

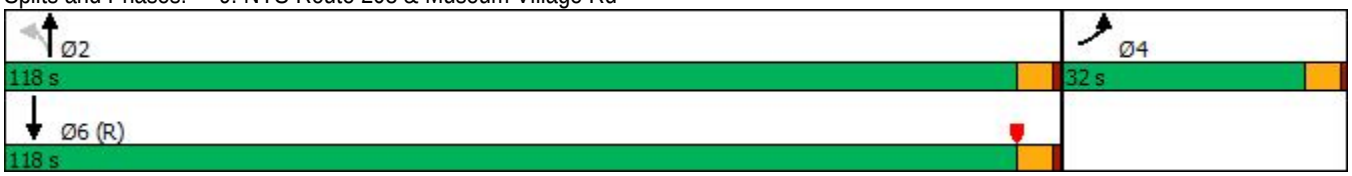
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

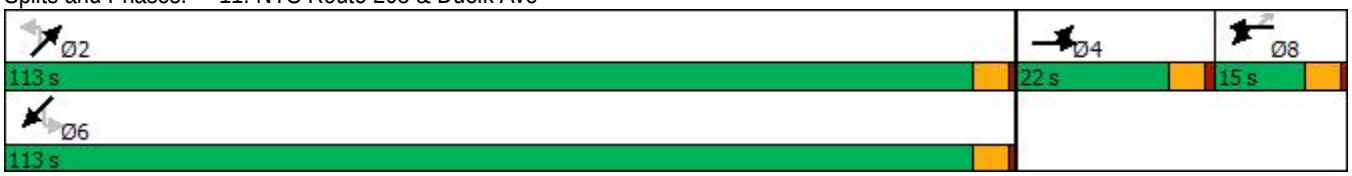
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

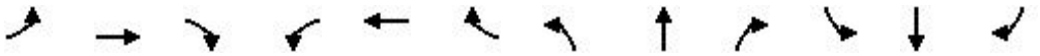
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		579			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	5	86	5	146	5	919	148	21	617	5
Future Volume (vph)	5	5	5	86	5	146	5	919	148	21	617	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		0%			0%			-2%			0%	
Storage Length (ft)	0		0	0		0	0		150	100		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.955			0.917				0.850		0.999	
Flt Protected		0.984			0.982						0.998	
Satd. Flow (prot)	0	1750	0	0	1677	0	0	1845	1599	0	3432	0
Flt Permitted		0.984			0.982						0.998	
Satd. Flow (perm)	0	1750	0	0	1677	0	0	1845	1599	0	3432	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		160			173			365			314	
Travel Time (s)		3.6			3.9			5.5			4.8	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.92	0.94	0.92	0.94	0.94	0.94	0.94	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	5	5	5	91	5	155	5	978	157	22	656	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	251	0	0	983	157	0	683	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

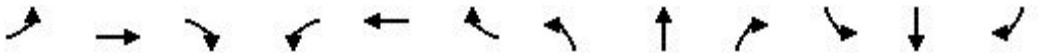
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Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	15	251	1140	683
Demand Flow Rate, veh/h	15	256	1182	716
Vehicles Circulating, veh/h	804	1027	32	103
Vehicles Exiting, veh/h	15	27	787	1180
Follow-Up Headway, s	3.186	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	18.5	13.5	5.6
Approach LOS	A	C	B	A

Lane	Left	Left	Left	Bypass	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	TR
Assumed Moves	LTR	LTR	LT	R	LT	TR
RT Channelized				Yield		
Lane Util	1.000	1.000	1.000		0.471	0.529
Critical Headway, s	4.113	4.980	4.980		4.650	4.330
Entry Flow, veh/h	15	256	1022	160	337	379
Cap Entry Lane, veh/h	644	483	1335	1343	1253	1265
Entry HV Adj Factor	0.993	0.980	0.962	0.980	0.953	0.955
Flow Entry, veh/h	15	251	983	157	321	362
Cap Entry, veh/h	639	474	1284	1316	1194	1209
V/C Ratio	0.023	0.530	0.766	0.119	0.269	0.300
Control Delay, s/veh	5.9	18.5	15.1	3.7	5.5	5.7
LOS	A	C	C	A	A	A
95th %tile Queue, veh	0	3	8	0	1	1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

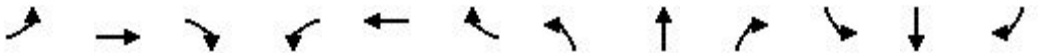
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

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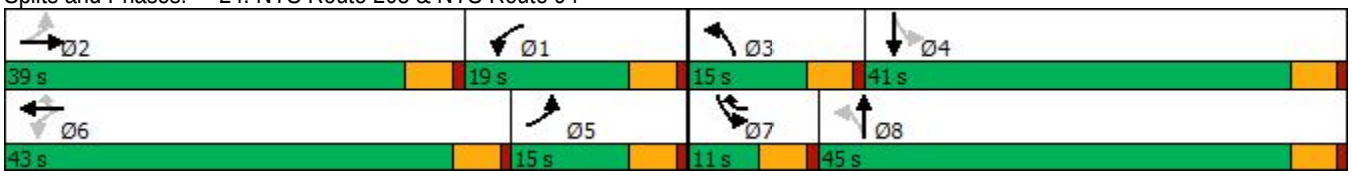


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	245			348	1421	
Travel Time (s)	5.6			4.3	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952					
Flt Protected					0.950	
Satd. Flow (prot)	1701	0	0	1758	1796	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1701	0	0	1756	1796	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	66					
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1104	0	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		50	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	8	
Permitted Phases			6			

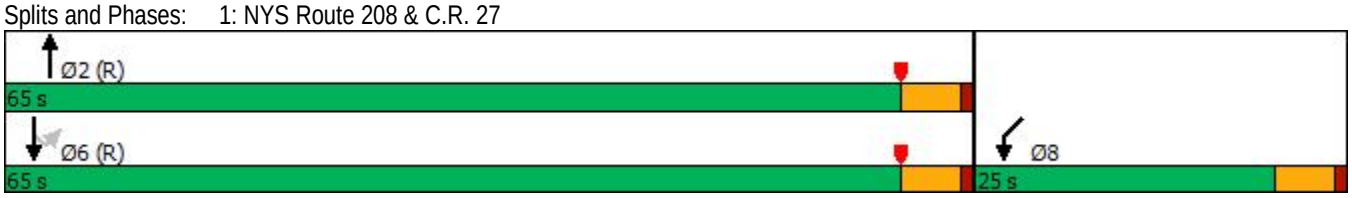
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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Detector Phase	2		6	6	8	
Switch Phase						
Minimum Initial (s)	10.0		10.0	10.0	5.0	
Minimum Split (s)	15.0		15.0	15.0	10.0	
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	C-Min		C-Min	C-Min	None	
v/c Ratio	0.90			0.32	0.77	
Control Delay	23.5			6.3	51.2	
Queue Delay	7.4			0.0	0.0	
Total Delay	30.9			6.3	51.2	
Queue Length 50th (ft)	420			75	136	
Queue Length 95th (ft)	#859			134	209	
Internal Link Dist (ft)	120			795	2075	
Turn Bay Length (ft)						
Base Capacity (vph)	1225			1245	399	
Starvation Cap Reductn	101			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.98			0.32	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & C.R. 27



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HCM 2010 does not recognise the approach geometry.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	0		50	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1858	1552	1845	1493	1660	1697
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1858	1552	1845	1493	70	1697
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		85		72		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			836
Travel Time (s)	14.3		6.3			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	201	1236	247	179	692
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

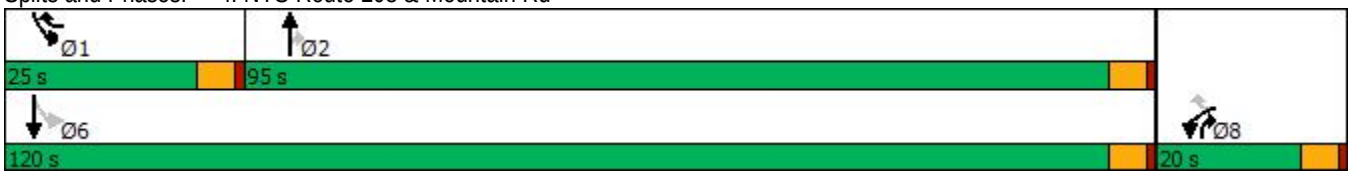
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	4.0	10.0	5.0	4.0	10.0
Minimum Split (s)	10.0	9.0	15.0	10.0	9.0	15.0
Total Split (s)	20.0	25.0	95.0	20.0	25.0	120.0
Total Split (%)	14.3%	17.9%	67.9%	14.3%	17.9%	85.7%
Maximum Green (s)	15.0	20.0	90.0	15.0	20.0	115.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	None	None	Max
v/c Ratio	0.82	0.45	0.98	0.20	0.78	0.49
Control Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	27.4	44.8	2.6	59.6	5.0
Queue Length 50th (ft)	142	87	1039	27	111	155
Queue Length 95th (ft)	#258	158	#1480	54	192	210
Internal Link Dist (ft)	548		426			756
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	200	499	1255	1243	285	1400
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.40	0.98	0.20	0.63	0.49

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 139.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Mountain Rd



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	185	1137	227	165	637
Future Volume (veh/h)	144	185	1137	227	165	637
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1956	1956	1845	1881	1872	1819
Adj Flow Rate, veh/h	157	201	1236	247	179	692
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	200	255	1365	1354	209	1494
Arrive On Green	0.11	0.11	0.74	0.74	0.05	0.82
Sat Flow, veh/h	1863	1662	1845	1599	1783	1819
Grp Volume(v), veh/h	157	201	1236	247	179	692
Grp Sat Flow(s),veh/h/ln	1863	1662	1845	1599	1783	1819
Q Serve(g_s), s	11.5	15.0	74.0	3.9	3.9	15.4
Cycle Q Clear(g_c), s	11.5	15.0	74.0	3.9	3.9	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	200	255	1365	1354	209	1494
V/C Ratio(X)	0.79	0.79	0.91	0.18	0.86	0.46
Avail Cap(c_a), veh/h	200	255	1365	1354	381	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	57.1	14.4	1.9	38.2	3.6
Incr Delay (d2), s/veh	18.5	15.2	10.2	0.3	9.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	8.6	40.9	3.0	7.4	7.9
LnGrp Delay(d),s/veh	79.5	72.3	24.6	2.2	47.9	4.6
LnGrp LOS	E	E	C	A	D	A
Approach Vol, veh/h	358		1483			871
Approach Delay, s/veh	75.5		20.9			13.5
Approach LOS	E		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	108.6				120.0		20.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	20.0	90.0				115.0		15.0
Max Q Clear Time (g_c+I1), s	5.9	76.0				17.4		17.0
Green Ext Time (p_c), s	0.6	8.4				4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

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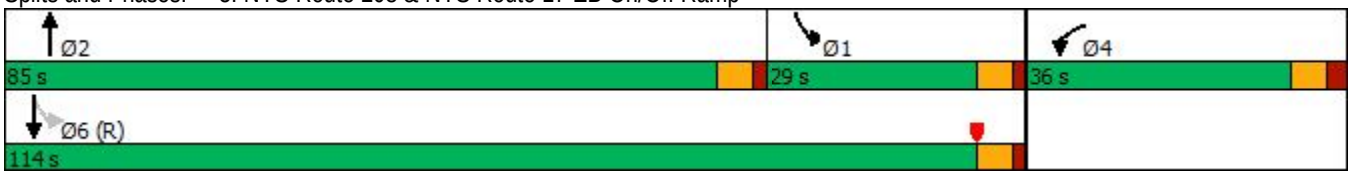
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			483
Travel Time (s)	11.6		3.7			6.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			403
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			619			913			434	
Travel Time (s)		3.7			14.1			11.3			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

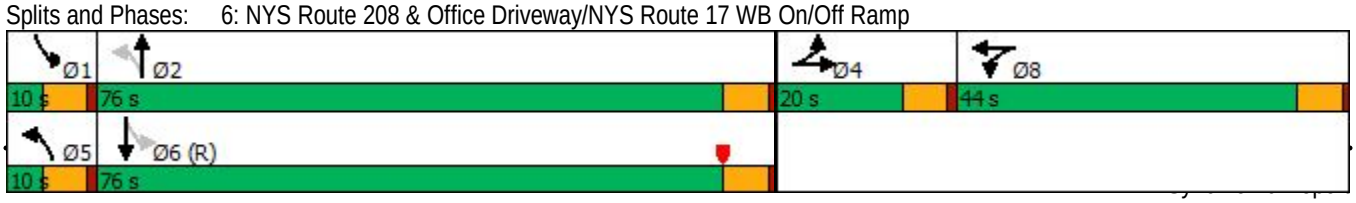
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			539			833			354	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1643	1697	1678	0	1635	1463
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	101	1503	715	8	7	38
Future Vol, veh/h	101	1503	715	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1616	769	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	2608	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1834	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	839	-	-	-	20	382
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	17	382
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	113	-

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	64.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	839	-	17	382	-	-
HCM Lane V/C Ratio	0.129	-	0.443	0.107	-	-
HCM Control Delay (s)	9.9	-	$ 332	15.6	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	0.4	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

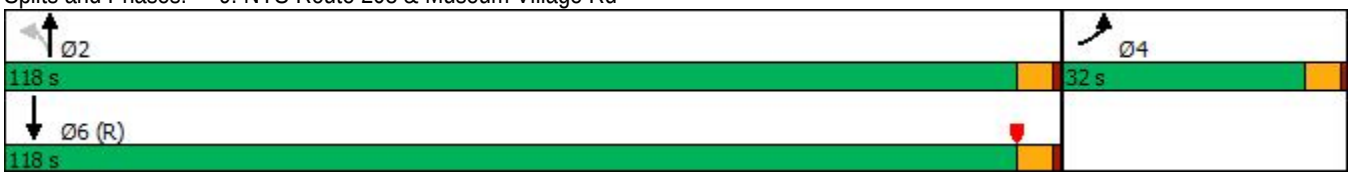
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

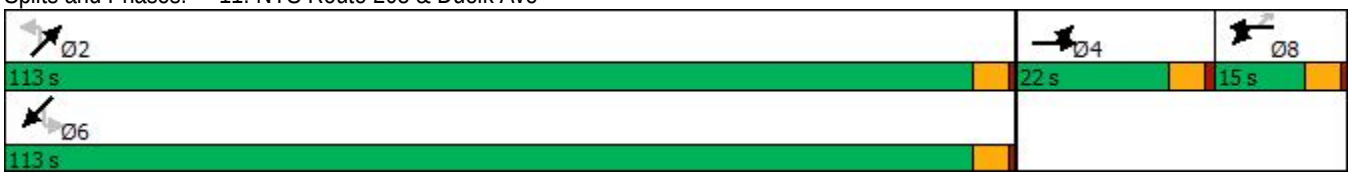
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		580			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	146	919	148	21	617
Future Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1845	1599	1711	1810
Flt Permitted	0.950				0.126	
Satd. Flow (perm)	1770	1583	1845	1599	227	1810
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		155		157		
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	155	978	157	22	656
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0

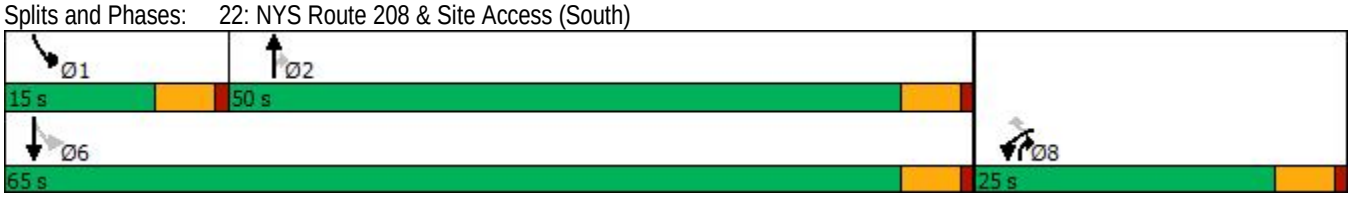
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	10.0	10.0	15.0	10.0	10.5	15.0
Total Split (s)	25.0	25.0	50.0	25.0	15.0	65.0
Total Split (%)	27.8%	27.8%	55.6%	27.8%	16.7%	72.2%
Maximum Green (s)	20.0	20.0	45.0	20.0	10.0	60.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	Min	None	None	Min
v/c Ratio	0.43	0.48	0.78	0.11	0.08	0.49
Control Delay	35.4	11.0	16.8	0.5	3.5	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	11.0	16.8	0.5	3.5	5.7
Queue Length 50th (ft)	33	0	169	0	2	84
Queue Length 95th (ft)	82	49	#697	8	8	186
Internal Link Dist (ft)	93		285			234
Turn Bay Length (ft)				150	100	
Base Capacity (vph)	522	576	1246	1544	385	1603
Starvation Cap Reductn	0	0	0	0	0	96
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.78	0.10	0.06	0.44

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: NYS Route 208 & Site Access (South)



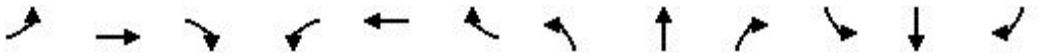
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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	146	919	148	21	617
Future Volume (veh/h)	86	146	919	148	21	617
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1845	1881	1863	1810
Adj Flow Rate, veh/h	91	155	978	157	22	656
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	4	2	2	5
Cap, veh/h	243	217	1068	1144	221	1250
Arrive On Green	0.14	0.14	0.58	0.58	0.03	0.69
Sat Flow, veh/h	1774	1583	1845	1599	1774	1810
Grp Volume(v), veh/h	91	155	978	157	22	656
Grp Sat Flow(s),veh/h/ln	1774	1583	1845	1599	1774	1810
Q Serve(g_s), s	2.7	5.4	27.5	1.8	0.3	10.2
Cycle Q Clear(g_c), s	2.7	5.4	27.5	1.8	0.3	10.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	1068	1144	221	1250
V/C Ratio(X)	0.37	0.72	0.92	0.14	0.10	0.52
Avail Cap(c_a), veh/h	612	546	1432	1460	481	1873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	23.9	10.9	2.6	11.7	4.4
Incr Delay (d2), s/veh	0.4	1.7	6.5	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.5	15.8	1.2	0.2	5.0
LnGrp Delay(d),s/veh	23.1	25.6	17.5	2.6	11.9	4.5
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	246		1135			678
Approach Delay, s/veh	24.7		15.4			4.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.5	38.6				45.0		12.9
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0				60.0		20.0
Max Q Clear Time (g_c+I1), s	2.3	29.5				12.2		7.4
Green Ext Time (p_c), s	0.0	4.0				2.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

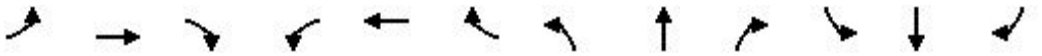
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

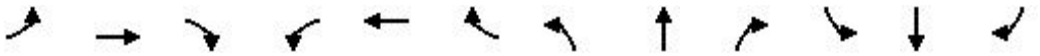
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

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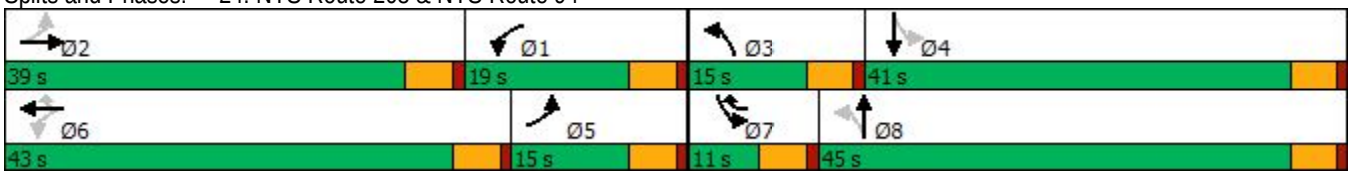


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			11	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	327			836	1416	
Travel Time (s)	7.4			10.4	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	671	367	1	378	235	0
Future Volume (vph)	671	367	1	378	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-1%			-1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected					0.950	
Satd. Flow (prot)	1775	1591	0	1758	1796	0
Flt Permitted					0.950	
Satd. Flow (perm)	1775	1591	0	1758	1796	0
Link Speed (mph)	45			45	45	
Link Distance (ft)	200			875	2155	
Travel Time (s)	3.0			13.3	32.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	2%	2%	5%	2%	2%
Adj. Flow (vph)	714	390	1	402	250	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	714	390	0	403	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	0.99	0.99	1.04	0.98	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Yield			Yield	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	NB	SB	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1104	403	250
Demand Flow Rate, veh/h	1141	423	255
Vehicles Circulating, veh/h	1	255	743
Vehicles Exiting, veh/h	677	743	1
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	7.9	11.3
Approach LOS	A	A	B

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Critical Headway, s	4.980		4.980	4.980
Entry Flow, veh/h	743	398	423	255
Cap Entry Lane, veh/h	1378	1378	1063	646
Entry HV Adj Factor	0.962	0.980	0.952	0.980
Flow Entry, veh/h	714	390	403	250
Cap Entry, veh/h	1325	1351	1013	633
V/C Ratio	0.539	0.289	0.398	0.395
Control Delay, s/veh	8.5	5.2	7.9	11.3
LOS	A	A	A	B
95th %tile Queue, veh	3	1	2	2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Future Volume (vph)	7	18	30	0	8	11	84	572	5	14	339	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-5%			2%			-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927			0.923			0.999			0.997	
Flt Protected		0.993						0.994			0.998	
Satd. Flow (prot)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Flt Permitted		0.993						0.994			0.998	
Satd. Flow (perm)	0	1706	0	0	1704	0	0	1770	0	0	1827	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		480			601			2106			894	
Travel Time (s)		10.9			13.7			31.9			13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.92
Adj. Flow (vph)	8	20	33	0	9	12	91	622	5	15	365	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	21	0	0	718	0	0	389	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.97	1.01	0.97	1.01	1.06	1.01	0.97	1.02	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Future Vol, veh/h	7	18	30	0	8	11	84	572	5	14	339	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-5	-	-	2	-	-	-4	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	93	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	20	33	0	9	12	91	622	5	15	365	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1217	1209	370	1233	1211	625	374	0	0	627	0	0
Stage 1	400	400	-	807	807	-	-	-	-	-	-	-
Stage 2	817	809	-	426	404	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.12	5.52	5.72	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.12	4.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	147	171	669	216	255	529	1184	-	-	955	-	-
Stage 1	613	588	-	469	493	-	-	-	-	-	-	-
Stage 2	354	376	-	683	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	125	148	669	166	220	529	1184	-	-	955	-	-
Mov Cap-2 Maneuver	125	148	-	166	220	-	-	-	-	-	-	-
Stage 1	541	576	-	414	435	-	-	-	-	-	-	-
Stage 2	299	332	-	615	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.2	16.6	1.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	247	332	955	-	-
HCM Lane V/C Ratio	0.077	-	-	0.242	0.062	0.016	-	-
HCM Control Delay (s)	8.3	0	-	24.2	16.6	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.2	0	-	-

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Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	25	21	30	328	199	16
Future Volume (vph)	25	21	30	328	199	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	11	11	12
Grade (%)	-8%			4%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1947	0	0	1758	1783	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1947	0	0	1758	1783	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1678			993	1659	
Travel Time (s)	38.1			22.6	37.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	23	33	357	216	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	390	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	15			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.84	0.95	1.03	1.07	1.04	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	21	30	328	199	16
Future Vol, veh/h	25	21	30	328	199	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-8	-	-	4	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	33	357	216	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	648	225	233	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	4.82	5.42	4.12	-	-	-
Critical Hdwy Stg 1	3.82	-	-	-	-	-
Critical Hdwy Stg 2	3.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	856	1335	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	856	1335	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1335	-	667	-	-
HCM Lane V/C Ratio	0.024	-	0.075	-	-
HCM Control Delay (s)	7.8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	144	185	1137	227	165	637
Future Volume (vph)	144	185	1137	227	165	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	10	10	10
Grade (%)	-10%		-2%			-1%
Storage Length (ft)	0	200		200	200	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	0.95
Frt	0.916		0.975			
Flt Protected	0.979					0.990
Satd. Flow (prot)	3403	0	3429	0	0	3212
Flt Permitted	0.979					0.990
Satd. Flow (perm)	3403	0	3429	0	0	3212
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			476
Travel Time (s)	14.3		6.3			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	157	201	1236	247	179	692
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	0	1483	0	0	871
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.94	1.03	0.99	1.08	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

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Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	358	1483	871
Demand Flow Rate, veh/h	365	1537	910
Vehicles Circulating, veh/h	1285	183	160
Vehicles Exiting, veh/h	435	887	1490
Follow-Up Headway, s	2.670	2.670	2.670
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	13.0	7.2
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.438	0.562	0.470	0.530	0.470	0.530
Critical Headway, s	4.650	4.330	4.650	4.330	4.650	4.330
Entry Flow, veh/h	160	205	722	815	428	482
Cap Entry Lane, veh/h	413	463	1139	1158	1164	1180
Entry HV Adj Factor	0.981	0.980	0.965	0.964	0.957	0.958
Flow Entry, veh/h	157	201	697	786	410	462
Cap Entry, veh/h	405	454	1099	1116	1113	1131
V/C Ratio	0.387	0.443	0.634	0.704	0.368	0.408
Control Delay, s/veh	16.3	16.3	11.9	14.0	6.9	7.4
LOS	C	C	B	B	A	A
95th %tile Queue, veh	2	2	5	6	2	2

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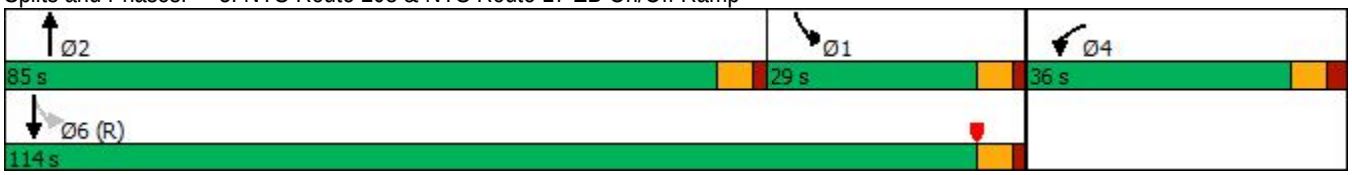
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	158	842	229	297	843
Future Volume (vph)	181	158	842	229	297	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	150	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1709	0	1853	1575	1787	1881
Flt Permitted	0.974				0.094	
Satd. Flow (perm)	1709	0	1853	1575	177	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		302			476
Travel Time (s)	11.6		3.7			5.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	189	165	877	239	309	878
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	0	877	239	309	878
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2	2	2	2
Detector Template						
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		NA	Free	pm+pt	NA
Protected Phases	4		2		1	6

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases				Free	6	
Detector Phase	4		2		1	6
Switch Phase						
Minimum Initial (s)	2.0		2.0		2.0	5.0
Minimum Split (s)	8.5		9.5		9.5	21.5
Total Split (s)	36.0		85.0		29.0	114.0
Total Split (%)	24.0%		56.7%		19.3%	76.0%
Maximum Green (s)	29.5		79.5		23.5	108.5
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.5		1.5		1.5	1.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.5		5.5		5.5	5.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	C-Max
v/c Ratio	0.99		0.89	0.15	0.81	0.65
Control Delay	101.1		44.4	0.2	41.4	9.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	101.1		44.4	0.2	41.4	9.0
Queue Length 50th (ft)	328		746	0	168	356
Queue Length 95th (ft)	#542		#1041	0	m152	m320
Internal Link Dist (ft)	430		222			396
Turn Bay Length (ft)				450	150	
Base Capacity (vph)	356		982	1575	380	1360
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.99		0.89	0.15	0.81	0.65

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	181	158	842	229	297	843
Future Volume (veh/h)	181	158	842	229	297	843
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1872	1910	1853	1853	1881	1881
Adj Flow Rate, veh/h	189	0	877	0	309	878
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	215	0	982	835	389	1361
Arrive On Green	0.12	0.00	0.53	0.00	0.16	0.72
Sat Flow, veh/h	1774	0	1853	1575	1792	1881
Grp Volume(v), veh/h	190	0	877	0	309	878
Grp Sat Flow(s),veh/h/ln	1783	0	1853	1575	1792	1881
Q Serve(g_s), s	15.7	0.0	63.3	0.0	15.4	36.3
Cycle Q Clear(g_c), s	15.7	0.0	63.3	0.0	15.4	36.3
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	0	982	835	389	1361
V/C Ratio(X)	0.88	0.00	0.89	0.00	0.79	0.65
Avail Cap(c_a), veh/h	351	0	982	835	389	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	0.0	31.4	0.0	55.8	10.8
Incr Delay (d2), s/veh	8.4	0.0	12.2	0.0	10.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	35.5	0.0	13.2	19.4
LnGrp Delay(d),s/veh	73.2	0.0	43.6	0.0	65.8	13.1
LnGrp LOS	E		D		E	B
Approach Vol, veh/h	190		877			1187
Approach Delay, s/veh	73.2		43.6			26.8
Approach LOS	E		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	29.0	85.0		24.6		114.0		
Change Period (Y+Rc), s	5.5	5.5		6.5		5.5		
Max Green Setting (Gmax), s	23.5	79.5		29.5		108.5		
Max Q Clear Time (g_c+I1), s	17.4	65.3		17.7		38.3		
Green Ext Time (p_c), s	0.4	2.6		0.4		0.3		

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (vph)	58	35	90	414	24	539	49	546	411	113	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Grade (%)		0%			-2%			-3%			6%	
Storage Length (ft)	0		0	0		300	125		300	150		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933				0.850			0.850		0.994	
Flt Protected		0.985			0.955		0.950			0.950		
Satd. Flow (prot)	0	1712	0	0	1797	1599	1796	1731	1607	1717	1630	0
Flt Permitted		0.985			0.955		0.085			0.194		
Satd. Flow (perm)	0	1712	0	0	1797	1599	161	1731	1607	351	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				384			235		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			599			921			435	
Travel Time (s)		3.7			13.6			11.4			5.4	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	67	41	105	481	28	627	57	635	478	131	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	509	627	57	635	478	131	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	1.07	0.98	1.04	1.14	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	2	2	1	2	2	
Detector Template	Left			Left								
Leading Detector (ft)	50	35		20	83	0	83	83	0	83	83	
Trailing Detector (ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Position(ft)	0	-5		0	-5	0	-5	-5	0	-5	-5	
Detector 1 Size(ft)	20	40		20	40	0	40	40	0	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					43		43	43		43	43	
Detector 2 Size(ft)					40		40	40		40	40	
Detector 2 Type					Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0	0.0		0.0	0.0	

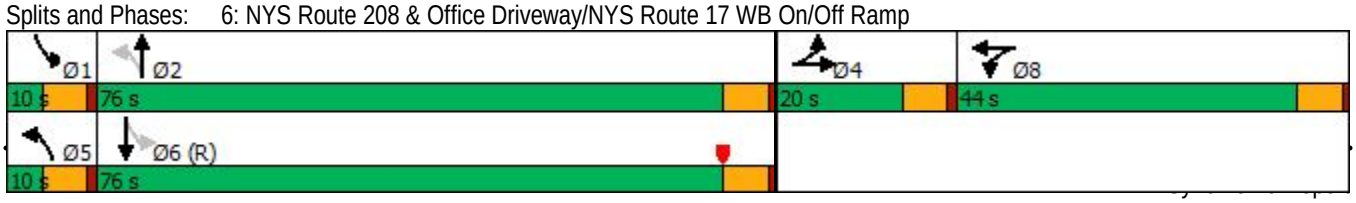
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						Free	2		Free	6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0		44.0	44.0		10.0	76.0		10.0	76.0	
Total Split (%)	13.3%	13.3%		29.3%	29.3%		6.7%	50.7%		6.7%	50.7%	
Maximum Green (s)	14.0	14.0		38.0	38.0		4.0	70.0		4.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	
Control Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		167.2			128.8	0.7	35.0	49.8	0.3	28.6	60.2	
Queue Length 50th (ft)		~222			~571	0	37	490	0	55	~812	
Queue Length 95th (ft)		#370			#743	0	m45	m586	m0	m80	m#961	
Internal Link Dist (ft)		81			519			841			355	
Turn Bay Length (ft)						300	125		300	150		
Base Capacity (vph)		183			455	1599	123	807	1607	212	783	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.16			1.12	0.39	0.46	0.79	0.30	0.62	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 76 (51%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Future Volume (veh/h)	58	35	90	414	24	539	49	546	411	113	643	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1919	1881	1881	1891	1854	1891	1807	1757	1843
Adj Flow Rate, veh/h	67	41	105	481	28	0	57	635	0	131	748	33
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	50	30	78	430	25	405	120	865	750	239	780	34
Arrive On Green	0.11	0.09	0.09	0.27	0.25	0.00	0.03	0.47	0.00	0.03	0.47	0.47
Sat Flow, veh/h	531	325	833	1698	99	1599	1801	1854	1607	1721	1671	74
Grp Volume(v), veh/h	213	0	0	509	0	0	57	635	0	131	0	781
Grp Sat Flow(s),veh/h/ln	1689	0	0	1796	0	1599	1801	1854	1607	1721	0	1744
Q Serve(g_s), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	38.0	0.0	0.0	2.5	41.7	0.0	4.0	0.0	64.9
Prop In Lane	0.31		0.49	0.94		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
V/C Ratio(X)	1.35	0.00	0.00	1.12	0.00	0.00	0.48	0.73	0.00	0.55	0.00	0.96
Avail Cap(c_a), veh/h	158	0	0	455	0	405	120	865	750	239	0	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	0.0	55.1	0.0	0.0	35.1	32.4	0.0	37.3	0.0	38.6
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.6	0.0	0.0	2.9	5.5	0.0	2.7	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.0	0.0	28.8	0.0	0.0	1.3	22.7	0.0	3.2	0.0	36.5
LnGrp Delay(d),s/veh	261.5	0.0	0.0	133.7	0.0	0.0	38.0	37.9	0.0	40.0	0.0	61.7
LnGrp LOS	F			F			D	D		D		E
Approach Vol, veh/h		213			509			692			912	
Approach Delay, s/veh		261.5			133.7			37.9			58.6	
Approach LOS		F			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	76.0		20.0	10.0	76.0		44.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	70.0		14.0	4.0	70.0		38.0
Max Q Clear Time (g_c+I1), s	6.0	43.7		16.0	4.5	66.9		40.0
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	1.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.5
HCM 2010 LOS	F

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Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	101	1503	715	8	7	38
Future Volume (vph)	101	1503	715	8	7	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	50
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1678	0	1635	1463
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1643	1697	1678	0	1635	1463
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	4%	5%	2%	2%	2%
Adj. Flow (vph)	109	1616	769	9	8	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1616	778	0	8	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	1.11	1.11
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	101	1503	715	8	7	38
Future Vol, veh/h	101	1503	715	8	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	109	1616	769	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	2608	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1834	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	839	-	-	-	20	382
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	113	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	17	382
Mov Cap-2 Maneuver	-	-	-	-	17	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	113	-

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	64.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	839	-	17	382	-	-
HCM Lane V/C Ratio	0.129	-	0.443	0.107	-	-
HCM Control Delay (s)	9.9	-	$ 332	15.6	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	0.4	-	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	6	19	34	1198	705	8
Future Volume (vph)	6	19	34	1198	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	0%			-5%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.998	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1875	0	0	1809	1755	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1875	0	0	1809	1755	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	723			723	667	
Travel Time (s)	16.4			11.0	10.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	7	21	37	1302	766	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	0	1339	775	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.00	0.97	1.01	1.04	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	6	19	34	1198	705	8
Future Vol, veh/h	6	19	34	1198	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	7	21	37	1302	766	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2147	771	775	0	-	0
Stage 1	771	-	-	-	-	-
Stage 2	1376	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	53	400	841	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	400	841	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	234	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	37.4	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	841	-	138	-	-
HCM Lane V/C Ratio	0.044	-	0.197	-	-
HCM Control Delay (s)	9.5	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	260	33	17	1109	728	62
Future Volume (vph)	260	33	17	1109	728	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.989	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1769	0
Flt Permitted	0.958			0.982		
Satd. Flow (perm)	1682	0	0	1726	1769	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4				8	
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	283	36	18	1205	791	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	319	0	0	1223	858	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.01	1.01	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			

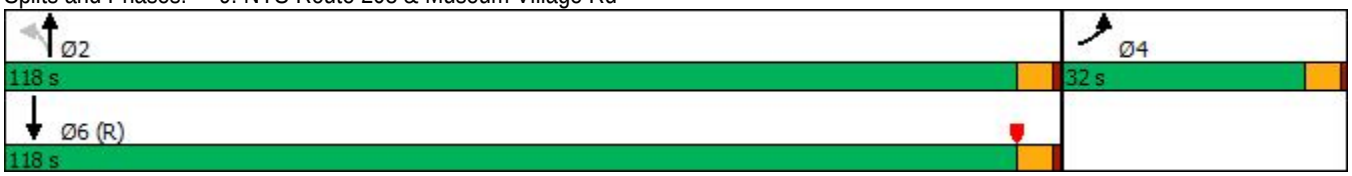
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0		21.0	21.0	21.0	
Total Split (s)	32.0		118.0	118.0	118.0	
Total Split (%)	21.3%		78.7%	78.7%	78.7%	
Maximum Green (s)	27.0		113.0	113.0	113.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	Max		None	None	C-Max	
v/c Ratio	1.04			0.94	0.64	
Control Delay	120.3			21.6	11.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	120.3			21.6	11.5	
Queue Length 50th (ft)	~334			222	355	
Queue Length 95th (ft)	#535			m#1408	474	
Internal Link Dist (ft)	161			752	377	
Turn Bay Length (ft)						
Base Capacity (vph)	306			1300	1334	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	1.04			0.94	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 114 (76%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 208 & Museum Village Rd



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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	33	17	1109	728	62
Future Volume (veh/h)	260	33	17	1109	728	62
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1844	1881	1890	1818	1850	1938
Adj Flow Rate, veh/h	283	36	18	1205	791	67
Adj No. of Lanes	0	0	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	276	35	35	1340	1267	107
Arrive On Green	0.18	0.18	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1533	195	14	1778	1682	142
Grp Volume(v), veh/h	320	0	1223	0	0	858
Grp Sat Flow(s),veh/h/ln	1733	0	1792	0	0	1825
Q Serve(g_s), s	27.0	0.0	25.0	0.0	0.0	32.8
Cycle Q Clear(g_c), s	27.0	0.0	78.1	0.0	0.0	32.8
Prop In Lane	0.88	0.11	0.01			0.08
Lane Grp Cap(c), veh/h	312	0	1374	0	0	1375
V/C Ratio(X)	1.03	0.00	0.89	0.00	0.00	0.62
Avail Cap(c_a), veh/h	312	0	1374	0	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	0.0	14.0	0.0	0.0	8.6
Incr Delay (d2), s/veh	57.7	0.0	7.3	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	0.0	40.9	0.0	0.0	17.0
LnGrp Delay(d),s/veh	119.3	0.0	21.4	0.0	0.0	10.8
LnGrp LOS	F		C			B
Approach Vol, veh/h	320			1223	858	
Approach Delay, s/veh	119.3			21.4	10.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		118.0		32.0		118.0		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		113.0		27.0		113.0		
Max Q Clear Time (g_c+I1), s		80.1		29.0		34.8		
Green Ext Time (p_c), s		5.9		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Notes

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User approved volume balancing among the lanes for turning movement.

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1363	789	1
Future Volume (vph)	1	1	5	1363	789	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1686	0	0	1809	1828	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1828	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			575	414	
Travel Time (s)	8.0			7.1	5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	1	1	5	1435	831	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1440	832	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1363	789	1
Future Vol, veh/h	1	1	5	1363	789	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	2	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	1	1	5	1435	831	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2277	832	832	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1445	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	39	361	801	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	361	801	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	200	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	801	-	69	-	-
HCM Lane V/C Ratio	0.007	-	0.031	-	-
HCM Control Delay (s)	9.5	0	58.8	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (vph)	32	5	31	48	14	20	32	1053	120	30	635	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	15	15	12	11	12	12	11	12
Grade (%)		2%			-5%			-1%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.938				0.850		0.987			0.995	
Flt Protected		0.977			0.963			0.999			0.998	
Satd. Flow (prot)	0	1859	0	0	1977	1785	0	1754	0	0	1750	0
Flt Permitted		0.977			0.963			0.967			0.903	
Satd. Flow (perm)	0	1859	0	0	1977	1785	0	1698	0	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				51		9			3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		253			340			667			468	
Travel Time (s)		5.8			7.7			10.1			7.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	5%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	34	5	33	52	15	22	34	1132	129	32	683	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	67	22	0	1295	0	0	744	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.89	1.01	0.97	0.85	0.85	0.99	1.04	0.99	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	40	40	20	0		20	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	40		20	40	40	20	0		20	0	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.0	21.0		10.0	10.0	10.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	22.0		15.0	15.0	15.0	113.0	113.0		113.0	113.0	

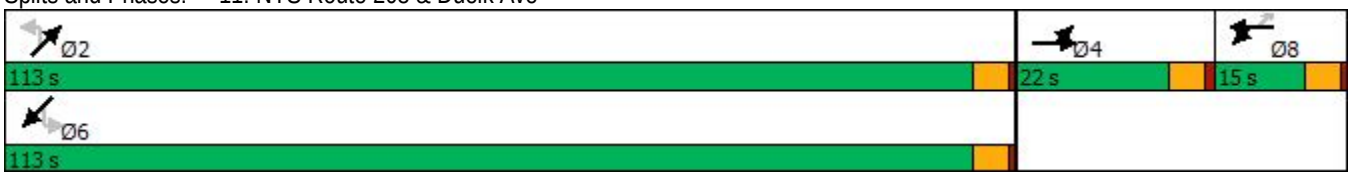
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	14.7%	14.7%		10.0%	10.0%	10.0%	75.3%	75.3%		75.3%	75.3%	
Maximum Green (s)	17.0	17.0		10.0	10.0	10.0	108.0	108.0		108.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		3.0	3.0	3.0	2.0	2.0		0.2	0.2	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
v/c Ratio		0.54			0.52	0.13		0.94			0.58	
Control Delay		60.0			78.5	2.2		29.7			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		60.0			78.5	2.2		29.7			9.2	
Queue Length 50th (ft)		44			60	0		1024			265	
Queue Length 95th (ft)		97			116	3		#1572			420	
Internal Link Dist (ft)		173			260			587			388	
Turn Bay Length (ft)												
Base Capacity (vph)		254			146	179		1375			1281	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.46	0.12		0.94			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 136.1
Natural Cycle: 140
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Future Volume (veh/h)	32	5	31	48	14	20	32	1053	120	30	635	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1918	1881	1948	1941	1986	1910	1841	1910	1910	1823	1910
Adj Flow Rate, veh/h	34	5	33	52	15	22	34	1132	129	32	683	29
Adj No. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	5	5	5
Cap, veh/h	43	6	42	71	20	82	51	1230	139	59	1163	48
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h	820	121	796	1450	418	1688	30	1558	176	40	1473	61
Grp Volume(v), veh/h	72	0	0	67	0	22	1295	0	0	744	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1869	0	1688	1764	0	0	1574	0	0
Q Serve(g_s), s	5.6	0.0	0.0	4.8	0.0	1.7	40.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	1.7	78.2	0.0	0.0	20.1	0.0	0.0
Prop In Lane	0.47		0.46	0.78		1.00	0.03		0.10	0.04		0.04
Lane Grp Cap(c), veh/h	91	0	0	91	0	82	1419	0	0	1270	0	0
V/C Ratio(X)	0.79	0.00	0.00	0.74	0.00	0.27	0.91	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	216	0	0	137	0	123	1419	0	0	1270	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.2	0.0	62.7	11.0	0.0	0.0	5.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	10.9	0.0	1.7	10.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	2.8	0.0	0.8	41.5	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	69.7	0.0	0.0	75.1	0.0	64.5	21.4	0.0	0.0	7.1	0.0	0.0
LnGrp LOS	E			E		E	C			A		
Approach Vol, veh/h		72			89			1295			744	
Approach Delay, s/veh		69.7			72.5			21.4			7.1	
Approach LOS		E			E			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		113.0		12.2		113.0		11.7
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		108.0		17.0		108.0		10.0
Max Q Clear Time (g_c+I1), s		0.0		7.6		0.0		6.8
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Notes

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User approved pedestrian interval to be less than phase max green.

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	12	32	31	1074	659	15
Future Volume (vph)	12	32	31	1074	659	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	11	11	12
Grade (%)	2%			0%	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902				0.997	
Flt Protected	0.986			0.999		
Satd. Flow (prot)	1695	0	0	1765	1728	0
Flt Permitted	0.986			0.999		
Satd. Flow (perm)	1695	0	0	1765	1728	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	473			468	90	
Travel Time (s)	10.8			7.1	1.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	13	34	33	1131	694	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	1164	710	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	1.01	1.00	1.04	1.06	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	12	32	31	1074	659	15
Future Vol, veh/h	12	32	31	1074	659	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	0	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	13	34	33	1131	694	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1899	702	710	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
Critical Hdwy	6.82	6.42	4.12	-	-	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	62	421	889	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	421	889	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	251	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	889	-	152	-	-
HCM Lane V/C Ratio	0.037	-	0.305	-	-
HCM Control Delay (s)	9.2	0	38.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	1	1067	18	1	662
Future Volume (vph)	12	1	1067	18	1	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	11	12	12	11
Grade (%)	-3%		0%			1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.998			
Flt Protected	0.956					
Satd. Flow (prot)	1670	0	1763	0	0	1741
Flt Permitted	0.956					
Satd. Flow (perm)	1670	0	1763	0	0	1741
Link Speed (mph)	30		45			45
Link Distance (ft)	392		90			649
Travel Time (s)	8.9		1.4			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	13	1	1123	19	1	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	1142	0	0	698
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.07	0.98	1.04	1.00	1.01	1.05
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	1	1067	18	1	662
Future Vol, veh/h	12	1	1067	18	1	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	0	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	13	1	1123	19	1	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1832	1133	0	0	1142	0
Stage 1	1133	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	271	-	-	612	-
Stage 1	371	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	271	-	-	612	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s	39.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	119	612	-
HCM Lane V/C Ratio	-	-	0.115	0.002	-
HCM Control Delay (s)	-	-	39.1	10.9	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	3	3	2	1066	660	3
Future Volume (vph)	3	3	2	1066	660	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	2%			2%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1711	0	0	1748	1765	0
Flt Permitted	0.976					
Satd. Flow (perm)	1711	0	0	1748	1765	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	376			649	1310	
Travel Time (s)	8.5			9.8	19.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	4%	5%	0%
Adj. Flow (vph)	3	3	2	1146	710	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1148	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.06	1.03	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1066	660	3
Future Vol, veh/h	3	3	2	1066	660	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	2	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	5	0
Mvmt Flow	3	3	2	1146	710	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1862	712	713	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1150	-	-	-	-	-
Critical Hdwy	6.8	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	66	419	896	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	419	896	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	268	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	38.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	896	-	114	-	-
HCM Lane V/C Ratio	0.002	-	0.057	-	-
HCM Control Delay (s)	9	0	38.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	10	16	1053	17	20	654
Future Volume (vph)	10	16	1053	17	20	654
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	12	12	11
Grade (%)	-2%		0%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.998			
Flt Protected	0.981					0.998
Satd. Flow (prot)	1638	0	1763	0	0	1747
Flt Permitted	0.981					0.998
Satd. Flow (perm)	1638	0	1763	0	0	1747
Link Speed (mph)	30		45			45
Link Distance (ft)	257		1310			350
Travel Time (s)	5.8		19.8			5.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	11	17	1132	18	22	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1150	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	16	1053	17	20	654
Future Vol, veh/h	10	16	1053	17	20	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	11	17	1132	18	22	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1888	1141	0	0	1150	0
Stage 1	1141	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.02	6.02	-	-	4.12	-
Critical Hdwy Stg 1	5.02	-	-	-	-	-
Critical Hdwy Stg 2	5.02	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	260	-	-	608	-
Stage 1	346	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	260	-	-	608	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	34.4	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	150	608	-
HCM Lane V/C Ratio	-	-	0.186	0.035	-
HCM Control Delay (s)	-	-	34.4	11.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Future Volume (vph)	18	0	18	21	1	3	5	1027	36	33	653	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-3%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.985			0.995			0.997	
Flt Protected		0.976			0.959						0.998	
Satd. Flow (prot)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Flt Permitted		0.976			0.959						0.998	
Satd. Flow (perm)	0	1703	0	0	1786	0	0	1819	0	0	1804	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		337			776			350			424	
Travel Time (s)		7.7			17.6			5.3			6.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	19	0	19	23	1	3	5	1104	39	35	702	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	27	0	0	1148	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Future Vol, veh/h	18	0	18	21	1	3	5	1027	36	33	653	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	19	0	19	23	1	3	5	1104	39	35	702	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1917	1934	711	1924	1923	1124	719	0	0	1143	0	0
Stage 1	781	781	-	1134	1134	-	-	-	-	-	-	-
Stage 2	1136	1153	-	790	789	-	-	-	-	-	-	-
Critical Hdwy	6.92	6.32	6.12	6.52	5.92	5.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	5.32	-	5.52	4.92	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	57	73	442	70	92	274	882	-	-	611	-	-
Stage 1	405	423	-	298	335	-	-	-	-	-	-	-
Stage 2	262	290	-	437	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	51	65	442	61	82	274	882	-	-	611	-	-
Mov Cap-2 Maneuver	51	65	-	61	82	-	-	-	-	-	-	-
Stage 1	399	382	-	293	330	-	-	-	-	-	-	-
Stage 2	254	285	-	378	414	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	71.1	89	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	882	-	-	68	91	611	-	-
HCM Lane V/C Ratio	0.006	-	-	0.395	0.425	0.058	-	-
HCM Control Delay (s)	9.1	0	-	89	71.1	11.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.8	0.2	-	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	1	2	1065	1	2	701
Future Volume (vph)	1	2	1065	1	2	701
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%		1%			-1%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910					
Flt Protected	0.984					
Satd. Flow (prot)	1693	0	1818	0	0	1819
Flt Permitted	0.984					
Satd. Flow (perm)	1693	0	1818	0	0	1819
Link Speed (mph)	30		45			45
Link Distance (ft)	208		424			1318
Travel Time (s)	4.7		6.4			20.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	1	2	1158	1	2	762
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	0	1159	0	0	764
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.98	0.98	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	1	2	1065	1	2	701
Future Vol, veh/h	1	2	1065	1	2	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	1	-	-	-1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	1	2	1158	1	2	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1925	1159	0	0	1159	0
Stage 1	1159	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	5.82	5.92	-	-	4.12	-
Critical Hdwy Stg 1	4.82	-	-	-	-	-
Critical Hdwy Stg 2	4.82	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	101	263	-	-	603	-
Stage 1	362	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	263	-	-	603	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	603	-
HCM Lane V/C Ratio	-	-	0.019	0.004	-
HCM Control Delay (s)	-	-	26.6	11	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Future Volume (vph)	21	3	5	29	1	35	32	982	48	12	568	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	15	12	12	11	12	12	11	12
Grade (%)		1%			-1%			-1%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.927			0.994			0.993	
Flt Protected		0.965			0.978			0.998			0.999	
Satd. Flow (prot)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Flt Permitted		0.965			0.978			0.998			0.999	
Satd. Flow (perm)	0	1860	0	0	1867	0	0	1763	0	0	1730	0
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		92			101			114			200	
Travel Time (s)		2.1			2.3			1.4			2.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	24	3	6	33	1	40	37	1129	55	14	653	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	74	0	0	1221	0	0	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.92	1.01	0.99	0.88	0.99	0.99	1.04	0.99	1.01	1.05	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Future Vol, veh/h	21	3	5	29	1	35	32	982	48	12	568	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	-1	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	24	3	6	33	1	40	37	1129	55	14	653	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1951	1958	672	1936	1950	1157	691	0	0	1184	0	0
Stage 1	700	700	-	1231	1231	-	-	-	-	-	-	-
Stage 2	1251	1258	-	705	719	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	6.92	6.32	6.12	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	5.92	5.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	57	447	55	72	247	904	-	-	590	-	-
Stage 1	413	425	-	232	267	-	-	-	-	-	-	-
Stage 2	197	226	-	444	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	48	447	45	61	247	904	-	-	590	-	-
Mov Cap-2 Maneuver	31	48	-	45	61	-	-	-	-	-	-	-
Stage 1	363	408	-	204	234	-	-	-	-	-	-	-
Stage 2	144	198	-	418	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	255.9	168.9	0.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	39	81	590	-	-
HCM Lane V/C Ratio	0.041	-	-	0.855	0.922	0.023	-	-
HCM Control Delay (s)	9.2	0	-	255.9	168.9	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	4.9	0.1	-	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1130	7	2	758
Future Volume (vph)	5	6	1130	7	2	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	0		150	120	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1652	0	1790	1319	1519	1828
Flt Permitted	0.980				0.950	
Satd. Flow (perm)	1652	0	1790	1319	1519	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		579			832
Travel Time (s)	2.9		7.2			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	7	1228	8	2	824
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1228	8	2	824
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.82	0.97	1.03	1.03	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1130	7	2	758
Future Vol, veh/h	5	6	1130	7	2	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-4	-	4	-	-	-2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	20	4	20	20	5
Mvmt Flow	5	7	1228	8	2	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	1228	0	0	1236	0
Stage 1	1228	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	5.8	6	-	-	4.3	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	85	228	-	-	506	-
Stage 1	334	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	228	-	-	506	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	506	-
HCM Lane V/C Ratio	-	-	0.093	0.004	-
HCM Control Delay (s)	-	-	35.7	12.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

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Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	6	11	951	21	21	537
Future Volume (vph)	6	11	951	21	21	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.997			
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1839	0	0	1859
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1839	0	0	1859
Link Speed (mph)	30		45			45
Link Distance (ft)	272		1729			993
Travel Time (s)	6.2		26.2			15.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	12	1034	23	23	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1057	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	11	951	21	21	537
Future Vol, veh/h	6	11	951	21	21	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	1034	23	23	584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1676	1046	0	0	1057	0
Stage 1	1046	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	277	-	-	659	-
Stage 1	338	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	277	-	-	659	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	170	659	-
HCM Lane V/C Ratio	-	-	0.109	0.035	-
HCM Control Delay (s)	-	-	28.7	10.7	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	146	919	148	21	617
Future Volume (vph)	86	146	919	148	21	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%		-2%			0%
Storage Length (ft)	0	0		150	100	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.915			0.850		
Flt Protected	0.982					0.998
Satd. Flow (prot)	1674	0	1845	1599	0	3434
Flt Permitted	0.982					0.998
Satd. Flow (perm)	1674	0	1845	1599	0	3434
Link Speed (mph)	30		45			45
Link Distance (ft)	173		365			314
Travel Time (s)	3.9		5.5			4.8
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	2%	2%	5%
Adj. Flow (vph)	91	155	978	157	22	656
Shared Lane Traffic (%)						
Lane Group Flow (vph)	246	0	978	157	0	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.04	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

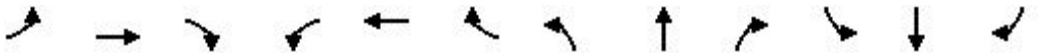
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Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	246	1135	678
Demand Flow Rate, veh/h	251	1177	711
Vehicles Circulating, veh/h	1017	22	93
Vehicles Exiting, veh/h	22	782	1175
Follow-Up Headway, s	2.610	2.610	2.610
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.8	13.0	5.5
Approach LOS	C	B	A

Lane	Left	Left	Bypass	Left	Right
Designated Moves	LR	T	R	LT	TR
Assumed Moves	LR	T	R	LT	TR
RT Channelized			Yield		
Lane Util	1.000	1.000		0.470	0.530
Critical Headway, s	4.980	4.980		4.650	4.330
Entry Flow, veh/h	251	1017	160	334	377
Cap Entry Lane, veh/h	488	1349	1349	1265	1276
Entry HV Adj Factor	0.980	0.962	0.980	0.954	0.953
Flow Entry, veh/h	246	978	157	319	359
Cap Entry, veh/h	479	1297	1323	1207	1216
V/C Ratio	0.514	0.754	0.119	0.264	0.296
Control Delay, s/veh	17.8	14.5	3.7	5.4	5.7
LOS	C	B	A	A	A
95th %tile Queue, veh	3	8	0	1	1

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Future Volume (vph)	0	334	20	18	202	0	13	0	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	11	12	12	12	12	12
Grade (%)		-2%			0%			-10%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992						0.935				
Flt Protected					0.996			0.975				
Satd. Flow (prot)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Flt Permitted					0.996			0.975				
Satd. Flow (perm)	0	1804	0	0	1793	0	0	1783	0	0	1863	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1659			483			311			180	
Travel Time (s)		37.7			11.0			7.1			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	363	22	20	220	0	14	0	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	240	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.03	0.99	1.00	1.04	1.00	0.98	0.94	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.7

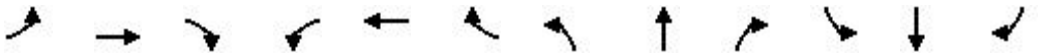
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Future Vol, veh/h	0	334	20	18	202	0	13	0	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	0	-	-	-10	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	363	22	20	220	0	14	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	385	0	0	634	634	374	641	645	220
Stage 1	-	-	-	-	-	-	374	374	-	260	260	-
Stage 2	-	-	-	-	-	-	260	260	-	381	385	-
Critical Hdwy	4.12	-	-	4.12	-	-	5.12	4.52	5.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.12	3.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1173	-	-	557	564	746	388	391	820
Stage 1	-	-	-	-	-	-	796	760	-	745	693	-
Stage 2	-	-	-	-	-	-	861	801	-	641	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1173	-	-	549	553	746	376	384	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	553	-	376	384	-
Stage 1	-	-	-	-	-	-	796	760	-	745	680	-
Stage 2	-	-	-	-	-	-	845	786	-	630	611	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.7	11	0
HCM LOS			B	A

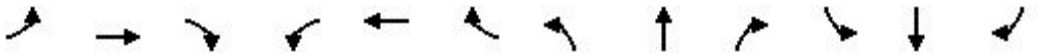
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1349	-	-	1173	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.017	-	-	-
HCM Control Delay (s)	11	0	-	-	8.1	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (vph)	41	304	37	259	345	151	32	146	305	182	137	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	10	11	12	11	11	12	11	12	12
Grade (%)		0%			0%			2%			-2%	
Storage Length (ft)	125		0	125		125	50		0	75		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99		0.95	0.98	0.97		0.99	0.98	
Frt		0.984				0.850		0.899			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1547	1712	0	1604	1749	1538	1645	1506	0	1678	1713	0
Flt Permitted	0.246			0.270			0.615			0.220		
Satd. Flow (perm)	396	1712	0	451	1749	1464	1048	1506	0	386	1713	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		5				135					22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			472			539			566	
Travel Time (s)		7.9			10.7			12.3			12.9	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Parking (#/hr)			0									
Adj. Flow (vph)	45	330	40	282	375	164	35	159	332	198	149	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	370	0	282	375	164	35	491	0	198	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.00	1.09	1.04	1.00	1.06	1.06	1.01	1.03	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		2	2	
Detector Template												
Leading Detector (ft)	83	83		83	83	83	35	83		83	83	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43	43		43		43	43	
Detector 2 Size(ft)	40	40		40	40	40		40		40	40	

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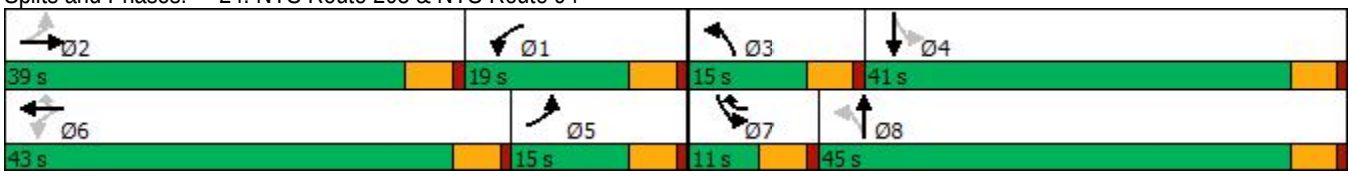


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Minimum Split (s)	13.0	30.0		20.0	30.0	8.0	13.0	23.0		8.0	23.0	
Total Split (s)	15.0	39.0		19.0	43.0	11.0	15.0	45.0		11.0	41.0	
Total Split (%)	13.2%	34.2%		16.7%	37.7%	9.6%	13.2%	39.5%		9.6%	36.0%	
Maximum Green (s)	10.0	34.0		14.0	38.0	6.0	10.0	40.0		6.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		2.0	2.0	
Recall Mode	None	None		None	Min	None	None	None		None	None	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		12.0			12.0			12.0			12.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.19	0.84		0.91	0.66	0.25	0.08	0.90		0.78	0.30	
Control Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.8	53.2		67.7	38.0	4.8	17.2	53.3		44.6	22.2	
Queue Length 50th (ft)	18	239		131	244	9	12	308		78	92	
Queue Length 95th (ft)	39	352		#244	341	40	34	#553		#206	174	
Internal Link Dist (ft)		268			392			459			486	
Turn Bay Length (ft)	125			125		125	50			75		
Base Capacity (vph)	283	607		362	690	654	550	625		254	729	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.16	0.61		0.78	0.54	0.25	0.06	0.79		0.78	0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 114	
Actuated Cycle Length: 99.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Future Volume (veh/h)	41	304	37	259	345	151	32	146	305	182	137	64
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1737	1810	1900	1810	1810	1810	1791	1791	1881	1828	1828	1919
Adj Flow Rate, veh/h	45	330	40	282	375	164	35	159	332	198	149	70
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	365	44	315	433	459	431	172	360	222	444	209
Arrive On Green	0.15	0.26	0.26	0.13	0.24	0.24	0.02	0.34	0.34	0.06	0.38	0.38
Sat Flow, veh/h	1654	1422	172	1723	1810	1506	1706	513	1071	1741	1171	550
Grp Volume(v), veh/h	45	0	370	282	375	164	35	0	491	198	0	219
Grp Sat Flow(s),veh/h/ln	1654	0	1594	1723	1810	1506	1706	0	1583	1741	0	1722
Q Serve(g_s), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	21.0	10.0	18.6	4.4	1.3	0.0	27.9	6.0	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.68	1.00		0.32
Lane Grp Cap(c), veh/h	352	0	409	315	433	459	431	0	532	222	0	653
V/C Ratio(X)	0.13	0.00	0.90	0.90	0.87	0.36	0.08	0.00	0.92	0.89	0.00	0.34
Avail Cap(c_a), veh/h	352	0	580	350	736	711	578	0	678	222	0	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	33.6	38.1	34.1	10.0	19.9	0.0	29.9	26.4	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	21.8	2.5	0.2	0.0	0.0	14.2	32.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.5	9.0	9.6	2.1	0.6	0.0	14.2	4.2	0.0	4.0
LnGrp Delay(d),s/veh	32.7	0.0	44.7	59.9	36.6	10.2	19.9	0.0	44.1	58.9	0.0	20.7
LnGrp LOS	C		D	E	D	B	B		D	E		C
Approach Vol, veh/h		415			821			526			417	
Approach Delay, s/veh		43.4			39.3			42.5			38.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	29.0	6.9	40.4	18.7	27.4	11.0	36.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	34.0	10.0	36.0	10.0	38.0	6.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	23.0	3.3	10.5	2.0	20.6	8.0	29.9
Green Ext Time (p_c), s	0.1	1.0	0.0	0.7	0.0	1.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	38	13	1053	600	2
Future Volume (vph)	8	38	13	1053	600	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	11	11	12
Grade (%)	1%			-1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888					
Flt Protected	0.992			0.999		
Satd. Flow (prot)	1850	0	0	1773	1741	0
Flt Permitted	0.992			0.999		
Satd. Flow (perm)	1850	0	0	1773	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	78			314	114	
Travel Time (s)	1.8			3.9	1.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	4%	5%	2%
Adj. Flow (vph)	9	44	15	1210	690	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1225	692	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.85	1.01	0.99	1.04	1.05	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	38	13	1053	600	2
Future Vol, veh/h	8	38	13	1053	600	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	1	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	9	44	15	1210	690	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	691	692	0	-	0
Stage 1	691	-	-	-	-	-
Stage 2	1240	-	-	-	-	-
Critical Hdwy	6.62	6.32	4.12	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	436	903	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	436	903	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	255	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	903	-	213	-	-
HCM Lane V/C Ratio	0.017	-	0.248	-	-
HCM Control Delay (s)	9.1	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	19	20	1302	783	5
Future Volume (vph)	5	19	20	1302	783	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-3%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.999	
Flt Protected	0.990			0.999		
Satd. Flow (prot)	1643	0	0	1889	1879	0
Flt Permitted	0.990			0.999		
Satd. Flow (perm)	1643	0	0	1889	1879	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	245			348	1421	
Travel Time (s)	5.6			4.3	17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	21	22	1415	851	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	1437	856	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.98	0.98	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	19	20	1302	783	5
Future Vol, veh/h	5	19	20	1302	783	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-3	-2	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	21	22	1415	851	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2313	854	856	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1459	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	358	784	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	36	358	784	-	-	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	784	-	125	-	-
HCM Lane V/C Ratio	0.028	-	0.209	-	-
HCM Control Delay (s)	9.7	0	41.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

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