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Traffic Impact Study

Proposed Commercial Development

Village of South Blooming Grove, Orange County, New York

August 27, 2020

Prepared For

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TABLE OF CONTENTS — PAGE NO.

APPENDICES

I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed commercial development consisting of office and retail uses, which is proposed to be developed on the property located on the west side of NYS Route 208 at the intersection with Museum Village Road in the Village of South Blooming Grove, New York. The site is proposed to consist of two buildings with a total of approximately 159,000 square feet and associated parking. As shown on Figure No. 1, access to the development is proposed via two roadway connections (the east access will not permit left turn exits) from Museum Village Road and a limited (right turn in/right turn out) access connection to NYS Route 208 at the northern end of the property.

A Design Year of 2023 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed development.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Maser Consulting. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2020 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2020 Existing Traffic Volumes were then projected to the 2023 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2023 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2023 No-Build Traffic Volumes resulting in the Year 2023 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

C. ACCIDENT DATA

(Table A and Appendix E)

Accident Data for the area roadways were obtained from NYSDOT for the latest three-year period. The data was summarized according to type, severity, and contributing factors and is summarized in Table A. As can be seen from a review of table, at the intersection of Museum Village Road and NYS Route 208, the majority of the accidents are rear end and left turn type accidents. Improvements at this intersection are proposed as discussed in Section III.F.3. Copies of the accident information is contained in Appendix “E”.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the proposed mixed-use development will be accessed from Museum Village Road via two driveway connections (east connection will be right-turn-in/right-turn-out only) to be located west of NYS Route 208 and a limited access to NYS Route 208 on the north end of the site. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 208

   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 the Village of Monroe and continues in a northeasterly direction and has an interchange connection with NYS Route 17. It continues northward and intersects with several area roadways including Museum Village Road and Mountain Road. It continues north into the Village of Washingtonville. The roadway generally consists of one lane in each direction and in the immediate vicinity of the site has a posted speed limit of 45 MPH.

2. Museum Village Road

   In the vicinity of the site, Museum Village Road is a two-lane Village roadway which has an "Stop" controlled intersection with NYS Route 208. The roadway serves residential land uses in this area and has a posted speed limit of 30 MPH.

3. Mountain Road

   Mountain Road is a two-lane County road (C.R. 44) which originates at a "T" intersection with NYS Route 208 and traverses generally eastbound providing access to the Village of Kiryas Joel and surrounding communities. Mountain Road has a posted speed limit of 40 MPH. It should be noted that the Mountain Road east of NYS Route 208 has a fairly steep grade approaching NYS Route 208.

4. Peddler Hill Road

   Peddler Hill Road is a two-lane Village roadway that traverses northwest from a "Y" type intersection connection with NYS Route 208 to Prospect Road. Peddler Hill Road serves residential land uses and contains no striping or shoulders. This roadway has a posted speed limit of 30 MPH.

B. YEAR 2020 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 3, and 4)

Historical traffic counts from previous traffic studies in the area were compiled for the area intersections. These were updated with data from the Street Light Corporation which provides updates based on cell phone tracking data to identify patterns and updated flows. In addition, some manual traffic counts were collected by representatives of Maser Consulting in June 2020 for reference purposes. These traffic counts were then compared to traffic volume data available from NYSDOT. Based on this information, the Year 2020 Existing Traffic Volumes were established for the Weekday Peak AM, Weekday Peak PM, and Weekend Peak Hours at the following study area intersections.

- NYS Route 208 and Route 17/U.S. Route 6 EB Ramps
- NYS Route 208 and Route 17/U.S. Route 6 WB Ramps
- NYS Route 208 and Museum Village Road
- NYS Route 208 and Fairway Drive
- NYS Route 208 and Mountain Road
- NYS Route 208 and Peddler Hill Road

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 7:30 AM – 8:30 AM
- Weekday Peak PM Hour 5:00 PM – 6:00 PM
- Weekend Peak Hour 12:30 PM – 1:30 PM

The resulting Year 2020 Existing Traffic Volumes are shown on Figures No. 2, 3, and 4 for the Weekday Peak AM, Weekday Peak PM, and Weekend Peak Hours, respectively.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2023 NO-BUILD TRAFFIC VOLUMES

(Figure No. 5 through 13)

The Year 2020 Existing Traffic Volumes were increased by a growth factor of 2% per year to account for general background growth resulting in the Year 2023 Projected Traffic Volumes which are shown on Figures No. 5, 6, and 7 for each of the Peak Hours. In addition, traffic from other specific potential or planned developments in the area were estimated including:

- Clovewood
- Bald Hill Estates
- Stonegate Drive Commercial
- Metro Asset
- 815 Route 208 Development
- Smith Farms (Monroe)

The resulting traffic volumes associated with these other developments are shown on Figures No. 8, 9, and 10 for each of the Peak Hours. These volumes were added to the 2023 Projected Traffic Volumes resulting in the Year 2023 No-Build Traffic Volumes which are shown on Figures No. 11, 12, and 13 for the Weekday Peak AM, Weekday Peak PM, and Weekend Peak Hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed commercial development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 10th Edition, 2017, based on Land Use Categories – 710 General Office, 720 – Medical Office, and 820 – Retail/Shopping Center. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM, Peak PM, and Peak Weekend Hours.

C. ARRIVAL/DEPARTURE DISTRIBUTIONS

(Figures No. 14 through 15)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 14 through 15, respectively.

D. 2023 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 16 through 21)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 16, 17, and 18 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2023 No-Build Traffic Volumes to obtain the Year 2023 Build Traffic Volumes. The resulting Year 2023 Build Traffic Volumes are shown on Figures No. 19 and 20, and 21 for the Weekday Peak AM, Weekday Peak PM, and Weekend Peak Hours, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

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

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

of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

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

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

F. RESULTS OF ANALYSIS AND RECOMMENDATIONS

(Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2020 Existing, 2023 No-Build and 2023 Build Conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 208 and NYS Route 17/U.S. Route 6 EB Ramps
   NYS Route 208 intersects with NYS Route 17/U.S. Route 6 EB Ramps 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 U.S. Route 6/NYS Route 17 EB Ramps consist 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 NYS Route 208.

2. NYS Route 208 and NYS Route 17/U.S. Route 6 WB Ramps

   NYS Route 208 and NYS Route 17/U.S. Route 6 WB Ramps intersect at a signalized intersection. The NYS Route 208 southbound approach consists of one lane for left, through, and right turn movements while the northbound approach consists of two lanes in the form of a shared left/through and a separate right turn lane. The NYS Route 17/U.S. Route 6 WB Ramps consists of 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 NYS Route 208 and/or widening on the Office Driveway approach within the existing right-of-way and NYS Route 17 off-ramp.

   Also shown on the Level of Service Summary Tables, if two lanes exiting the existing office building were provided to allow more green traffic signal time to be allocated to NYS Route 208, the operation of this intersection would be improved.

3. NYS Route 208 and Museum Village Road

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

   Capacity analysis was conducted for this intersection utilizing the 2020 Existing Traffic Volumes. The analysis results indicate that the Museum Village Road approach to the intersection is currently operating at a Level of Service "E" and F" during the AM, PM, and Weekend Peak Hours.

   The capacity analysis was recomputed using the 2023 No-Build and Build Traffic Volumes. These results indicate that major improvements will be required at this

intersection to address existing capacity and safety issues. These include the construction of a separate left and right turn lanes on NYS Route 208 and widening of Museum Village Road to provide two approach lanes (see Figure Sk-1 in Appendix "F"). Also, at the easterly site access drive, left turns exiting should be prohibited due to the proximity to NYS Route 208. A traffic signal will also be warranted (see Appendix "G"). The analysis indicates that with these improvements, Levels of Service "D" or better will be experienced at this location. These improvements are proposed to be undertaken in association with the proposed development and will be coordinated with NYSDOT and the Village as part of the Highway Work Permit process.

4. NYS Route 208 and Fairway Drive

   NYS Route 208 and Fairway Drive intersect at an unsignalized "T" type intersection. Each of the approaches to the intersection consists of one lane.

   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 (fewer than 10 vehicles per hour during peak periods), it is unlikely that a traffic signal would be warranted. It should be noted that the installation of a traffic signal at Museum Village Road and NYS Route 208 and the potential installation of a traffic signal at the Mountain Road and NYS Route 208 intersection would create additional gaps in the NYS Route 208 traffic stream that would improve the ability to exit Fairway Drive.

5. NYS Route 208 and Mountain Road

   NYS Route 208 and Mountain Road intersect at an unsignalized "T" type intersection. All approaches to the intersection consist of one lane in each direction and 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 design criteria. These improvements are required regardless of the proposed development. It should also be noted that the NYSDOT, at the request of the Village, is currently evaluating the need for signalization or other improvements at this location.

The intersection was also 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".

6. NYS Route 208 and Peddler Hill Road

   NYS Route 208 intersects Peddler Hill Road at an unsignalized "Y" type intersection with a small channelized island separating left and right turn movements. Each of the approaches to the intersection consist of one lane. This 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 NYS Route 208 intersection would create additional gaps in the traffic stream that would improve the ability of traffic to exit Peddler Hill Road.

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

7. Site Access Improvements

   In associations with the driveway connection to NYS Route 208, a separate southbound right turn lane should be constructed to accommodate traffic entering the site from southbound NYS Route 208. A Highway Work Permit will be required to complete this improvement. The westerly site driveway connection to Museum Village Road should consist of one entering and two exiting lanes and controlled by a stop sign. The easterly driveway should be constructed to not permit left turn exits. The Improvement Plan SK-1 depicting this, and other improvements is contained in Appendix "F". These improvements will be advanced with the Village and NYSDOT as part of the Highway Work Permit process.

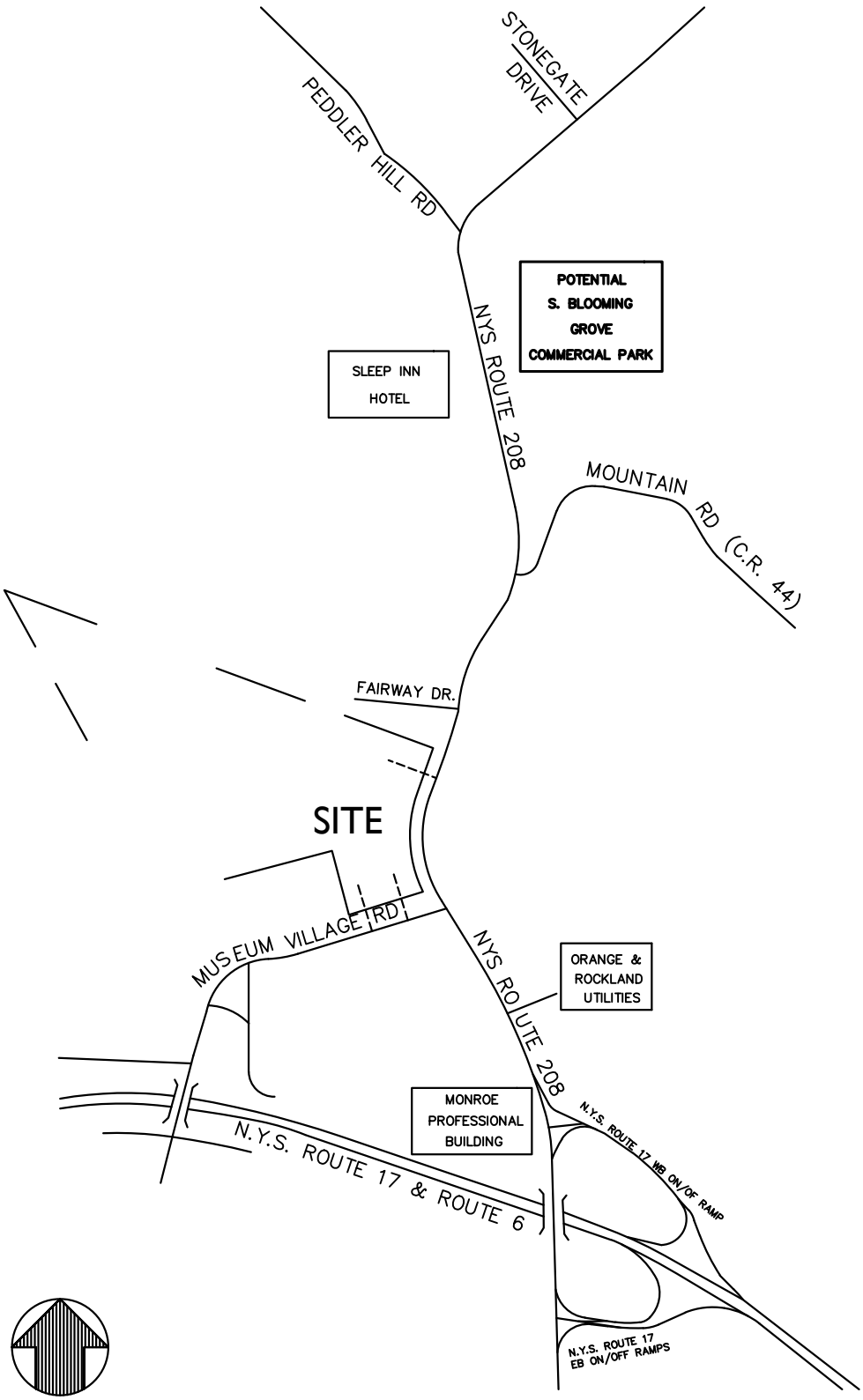
IV. SUMMARY AND CONCLUSION

Based on the above analysis, several intersections in the area already experience peak hour delays and similar Levels of Service and delays will be experienced at the area intersections under future No-Build and future Build conditions. The construction of separate left and right turn lanes on NYS Route 208 at Museum Village Road, together with widening of Museum Village Road to provide two lanes approaching NYS Route 208, in conjunction with the installation of a traffic signal, will be required as part of the proposed development (SK-1) to improve existing conditions and to accommodate the traffic generated by the proposed development. A Highway Work Permit will be required from NYSDOT to complete these improvements. The project Applicant should work together with the Village and NYSDOT to help advance these improvements.

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX A

FIGURES



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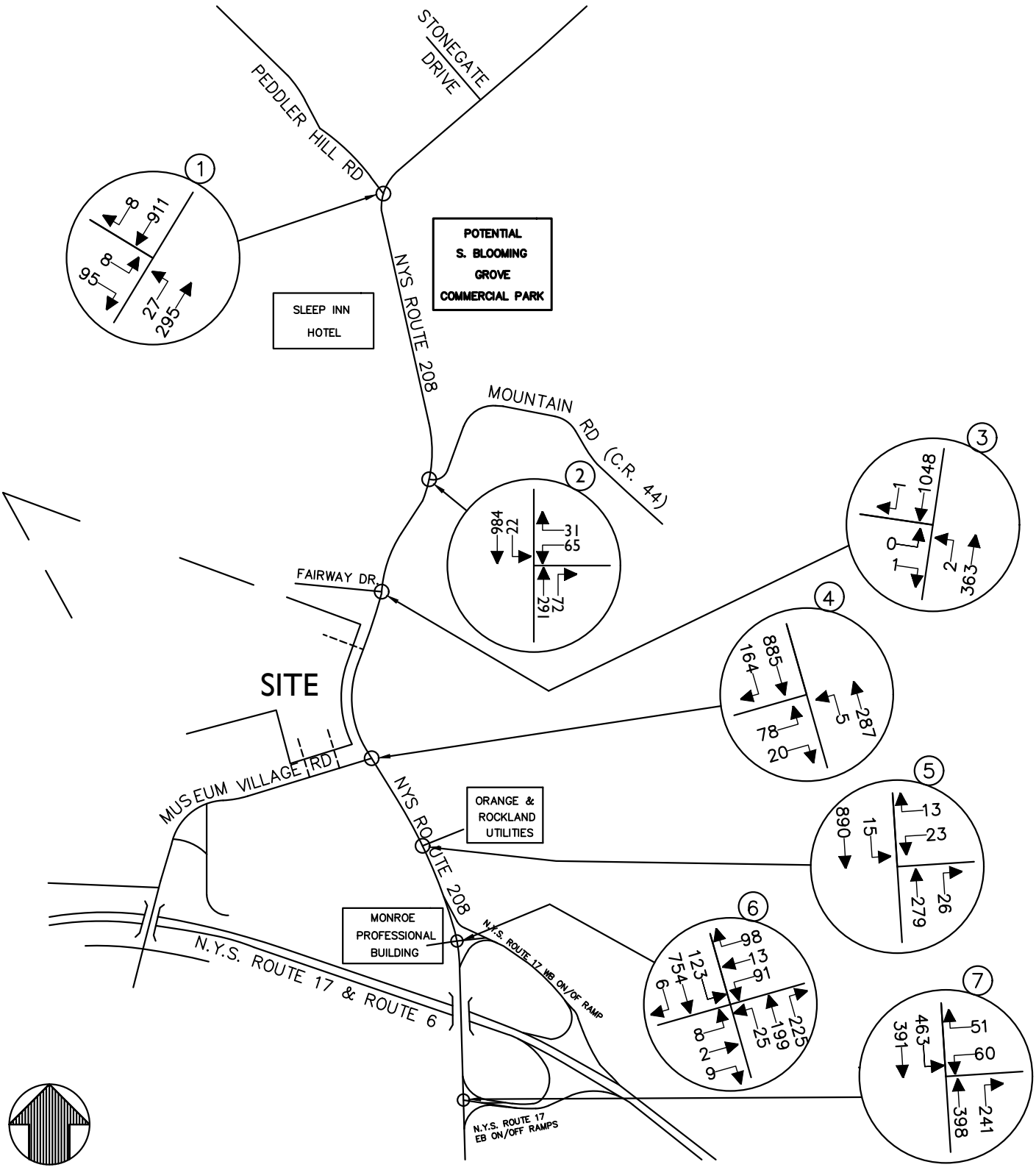

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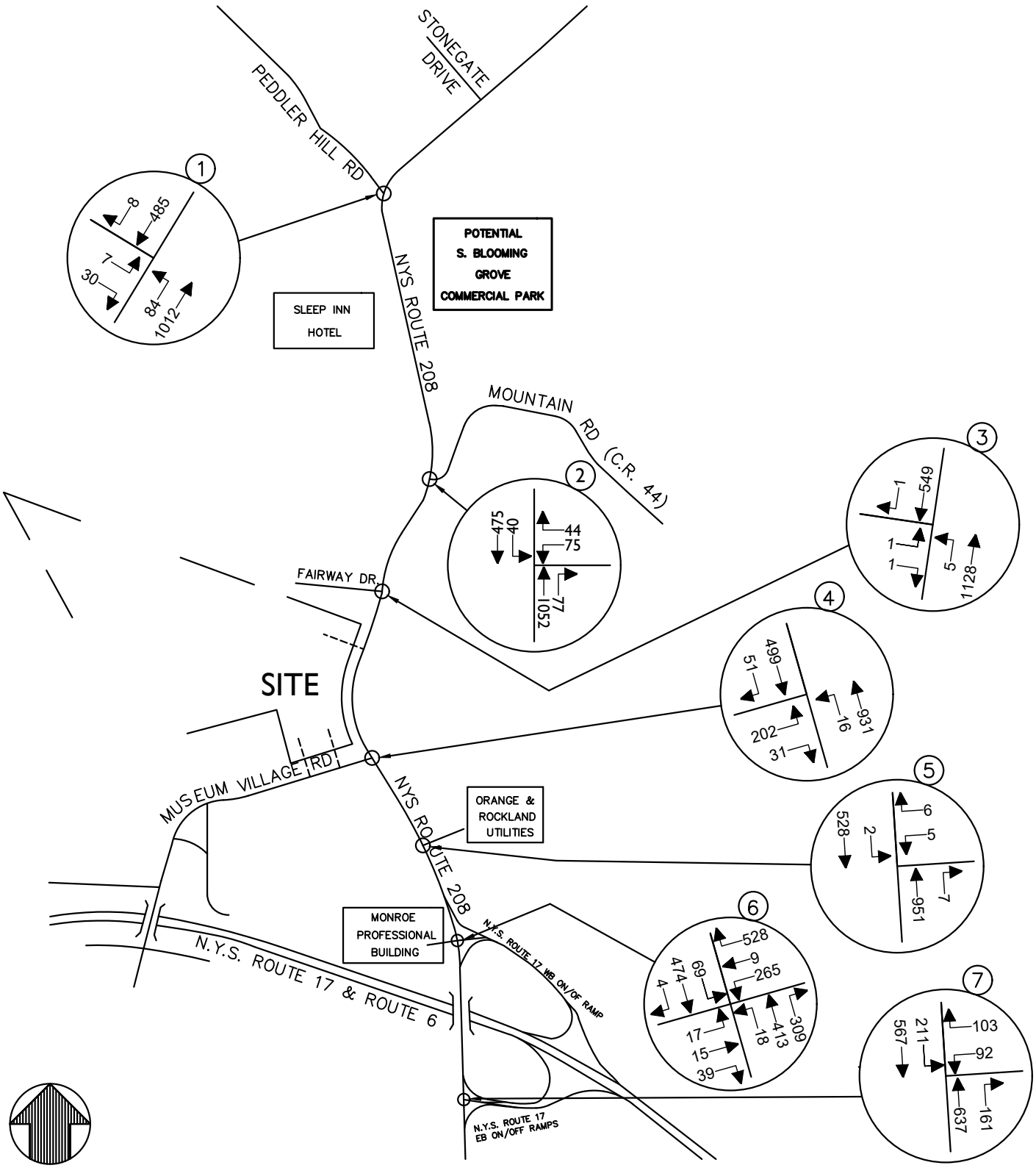

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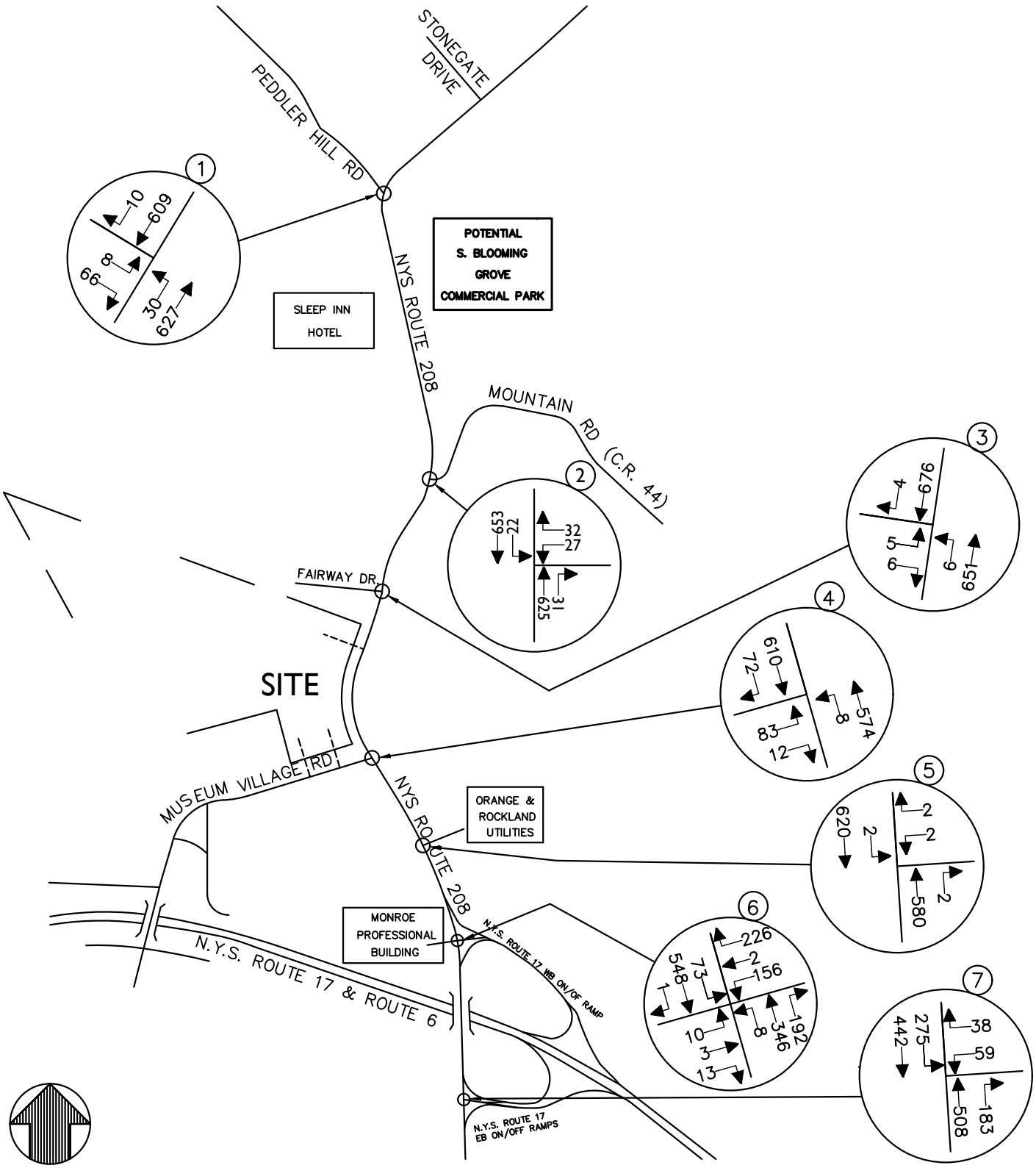

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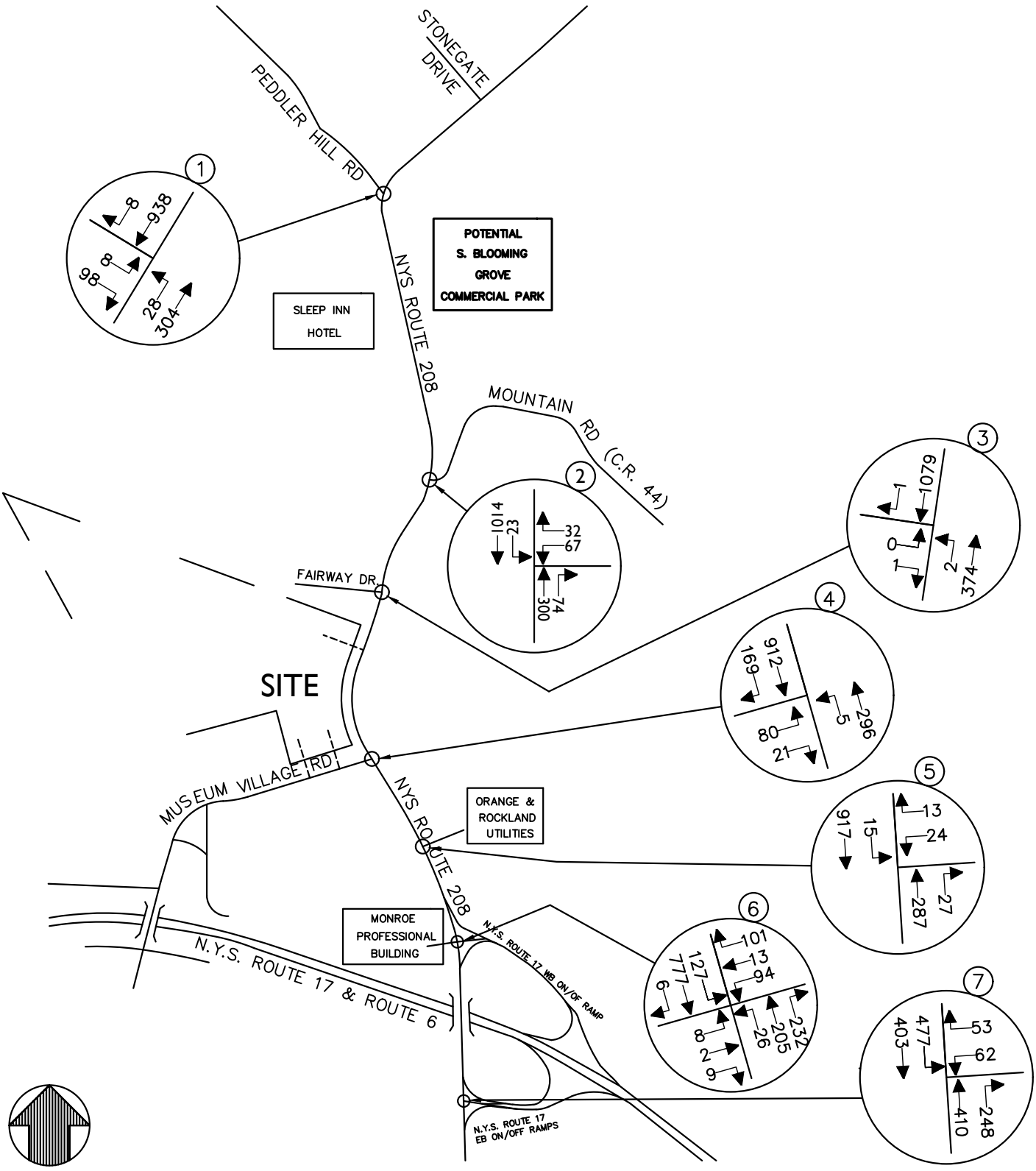

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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
2023 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
5

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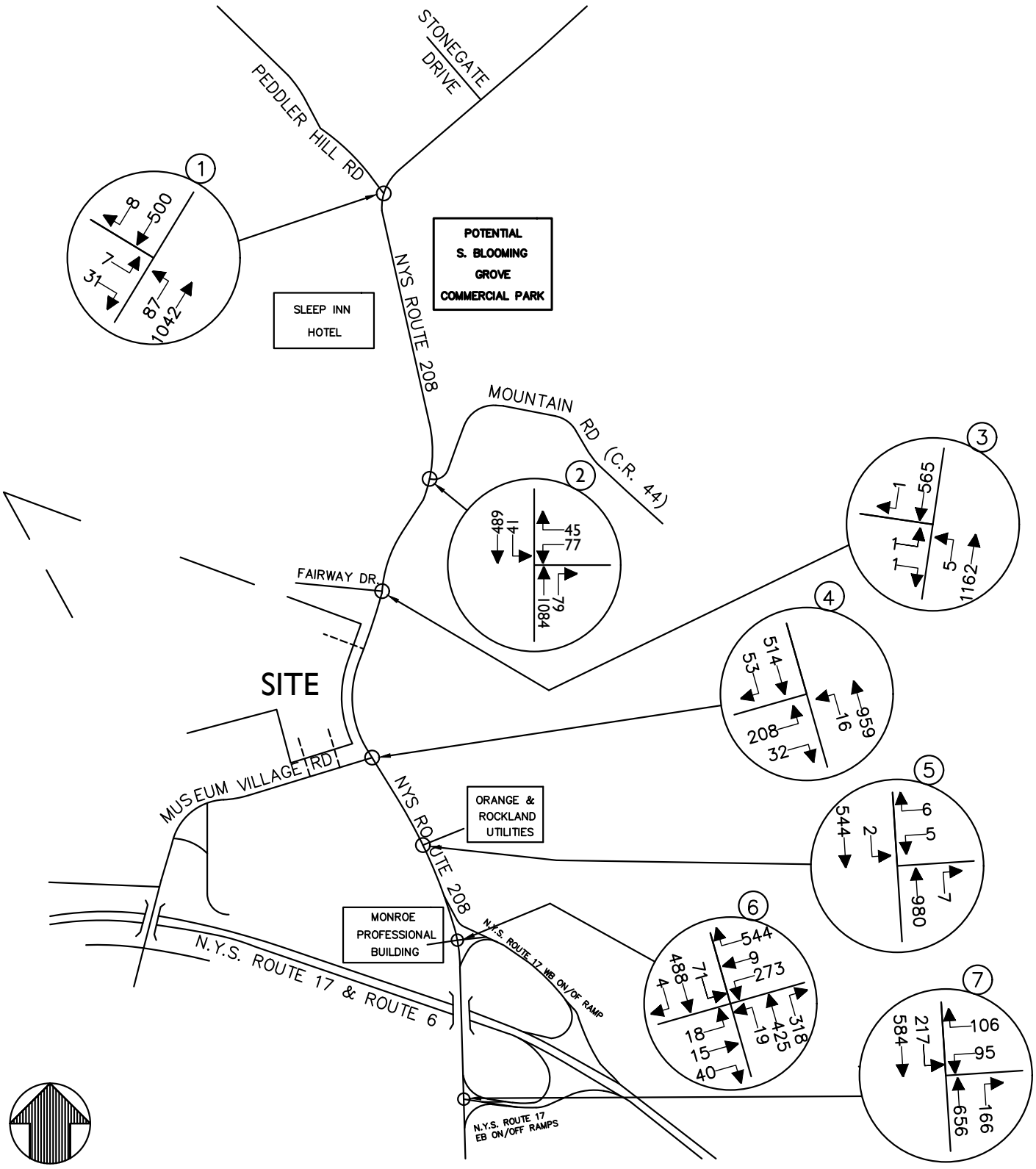

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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
2023 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
6

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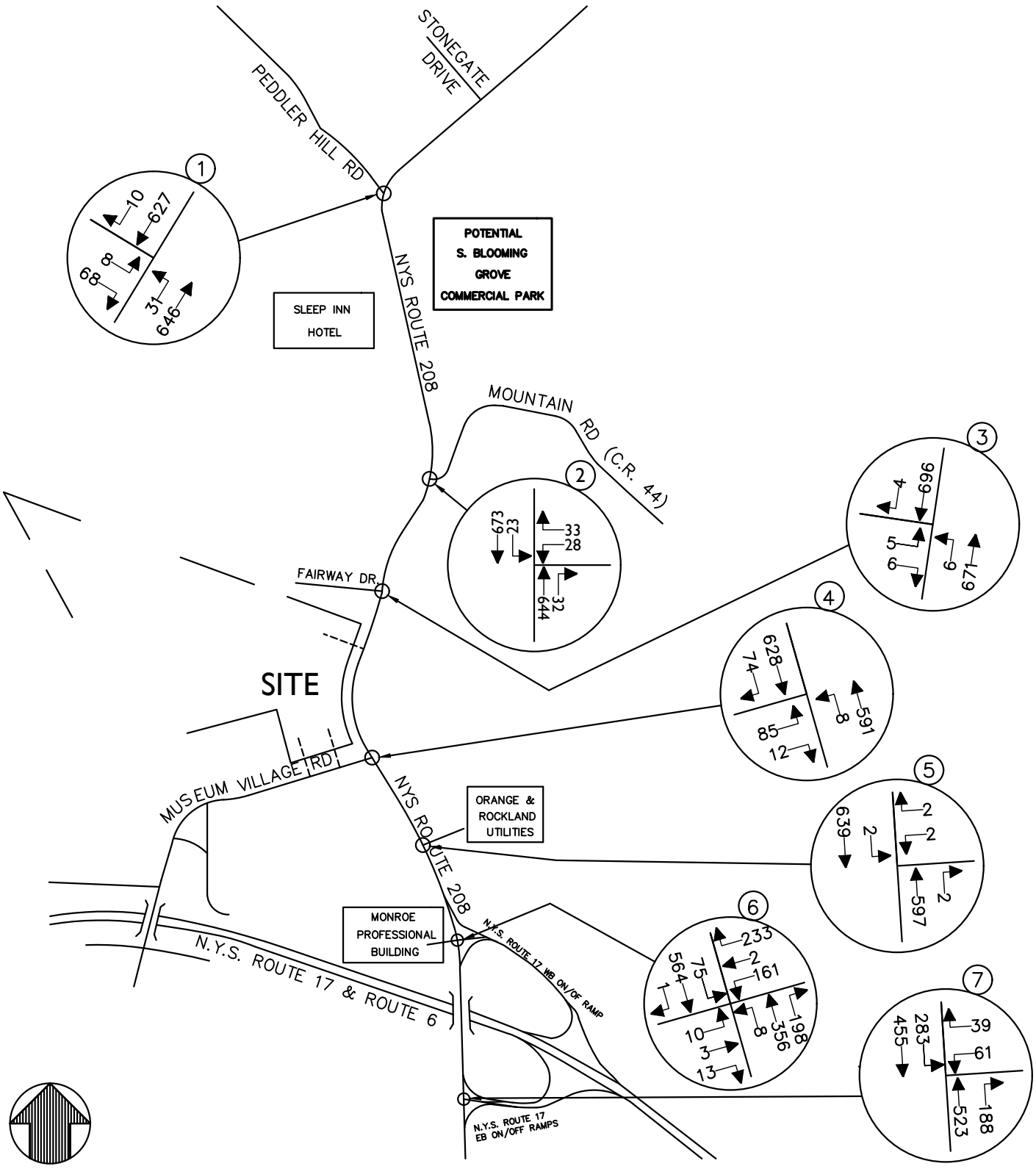

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AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
2023 PROJECTED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
7

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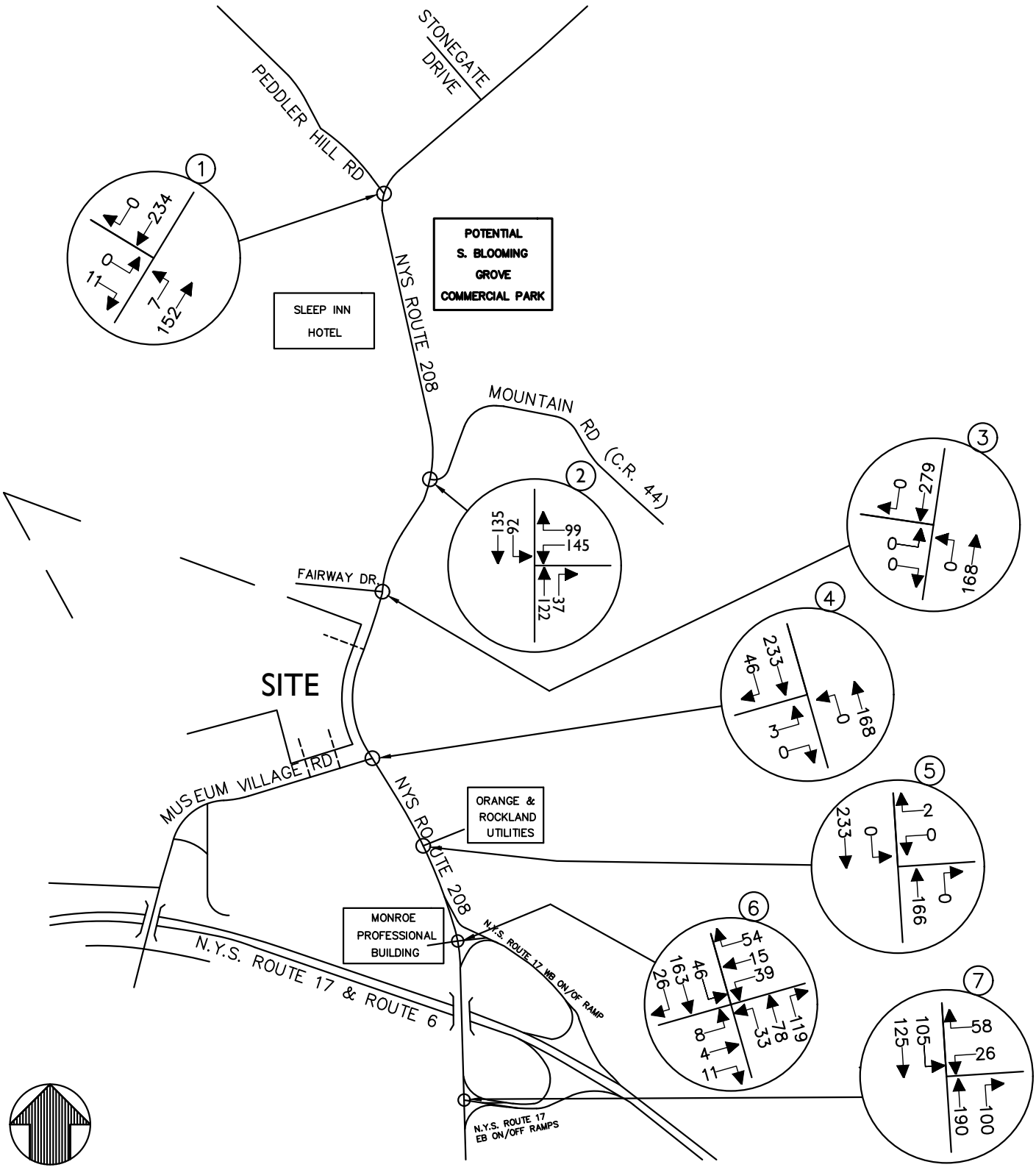

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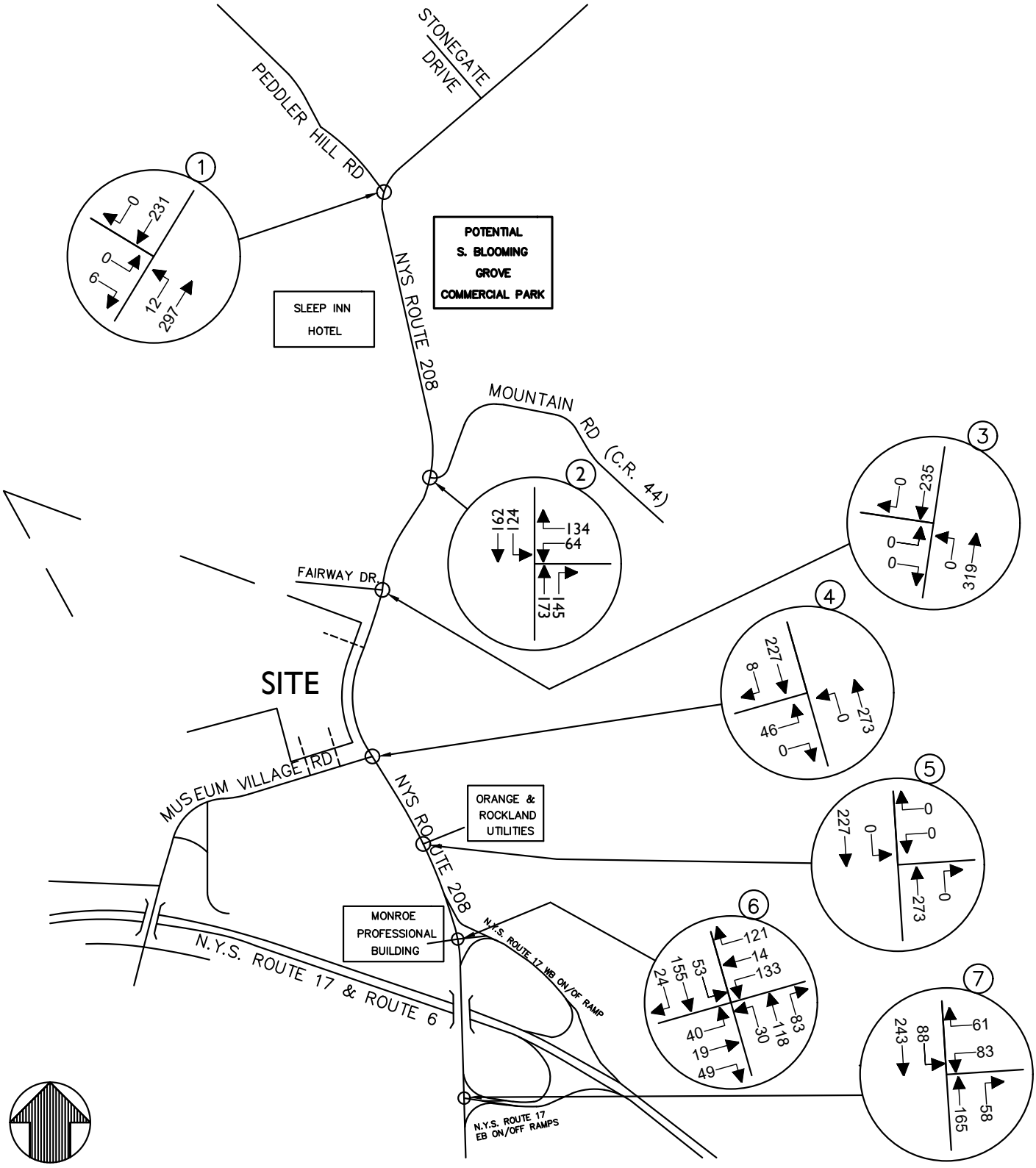
AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

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

SHEET NUMBER:
8



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AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

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

SHEET NUMBER:
9

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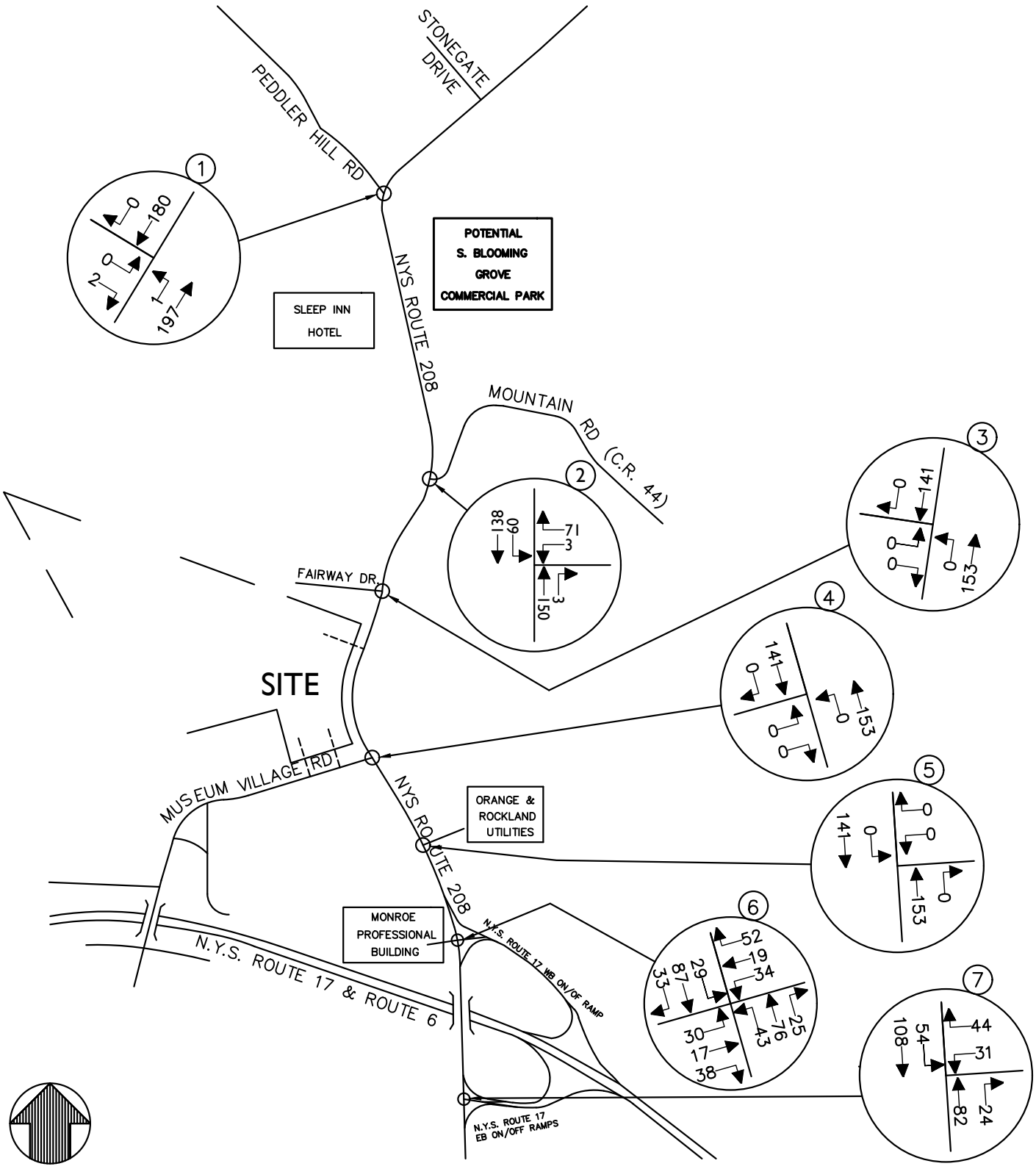

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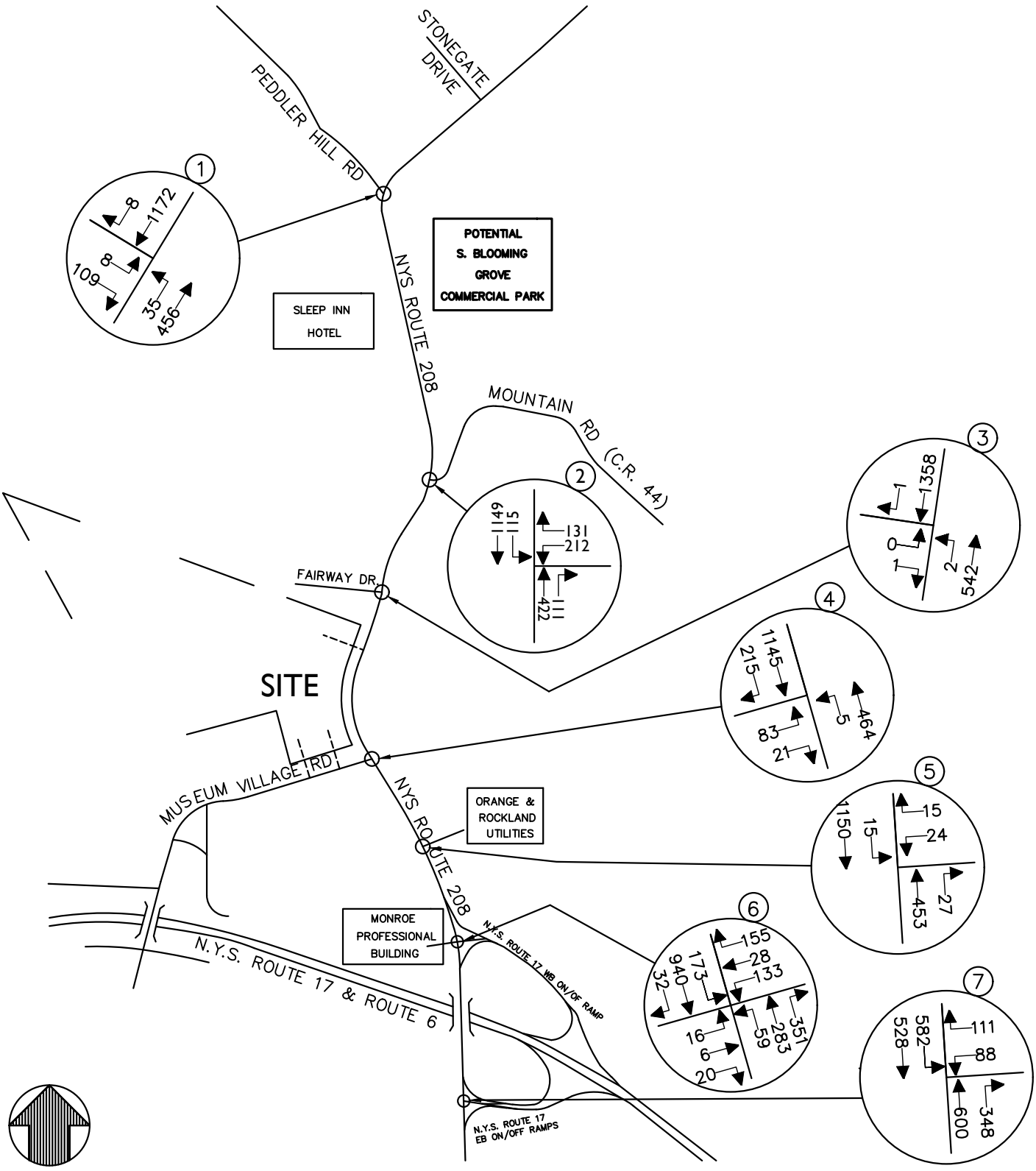
PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
TOTAL OTHER DEVELOPMENT
TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
10

20\20001241A_Mixed Use S. Blooming Grove\Reports\Traffic\Figures\20061IJFM_Figures.dwg\10 By: JMUCCIN



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AS SHOWN	6/11/2020	J.F.M.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
2023 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
11

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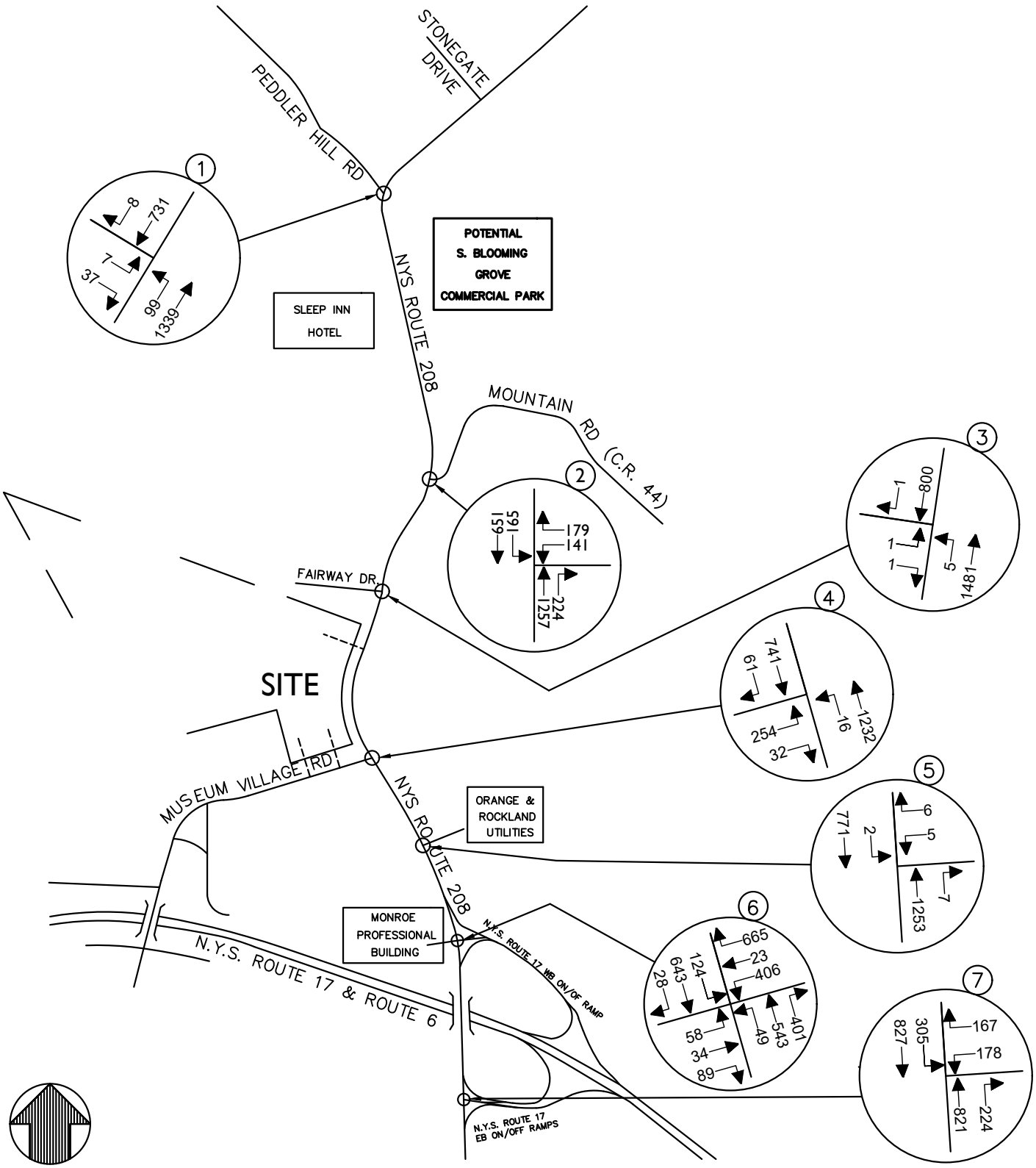

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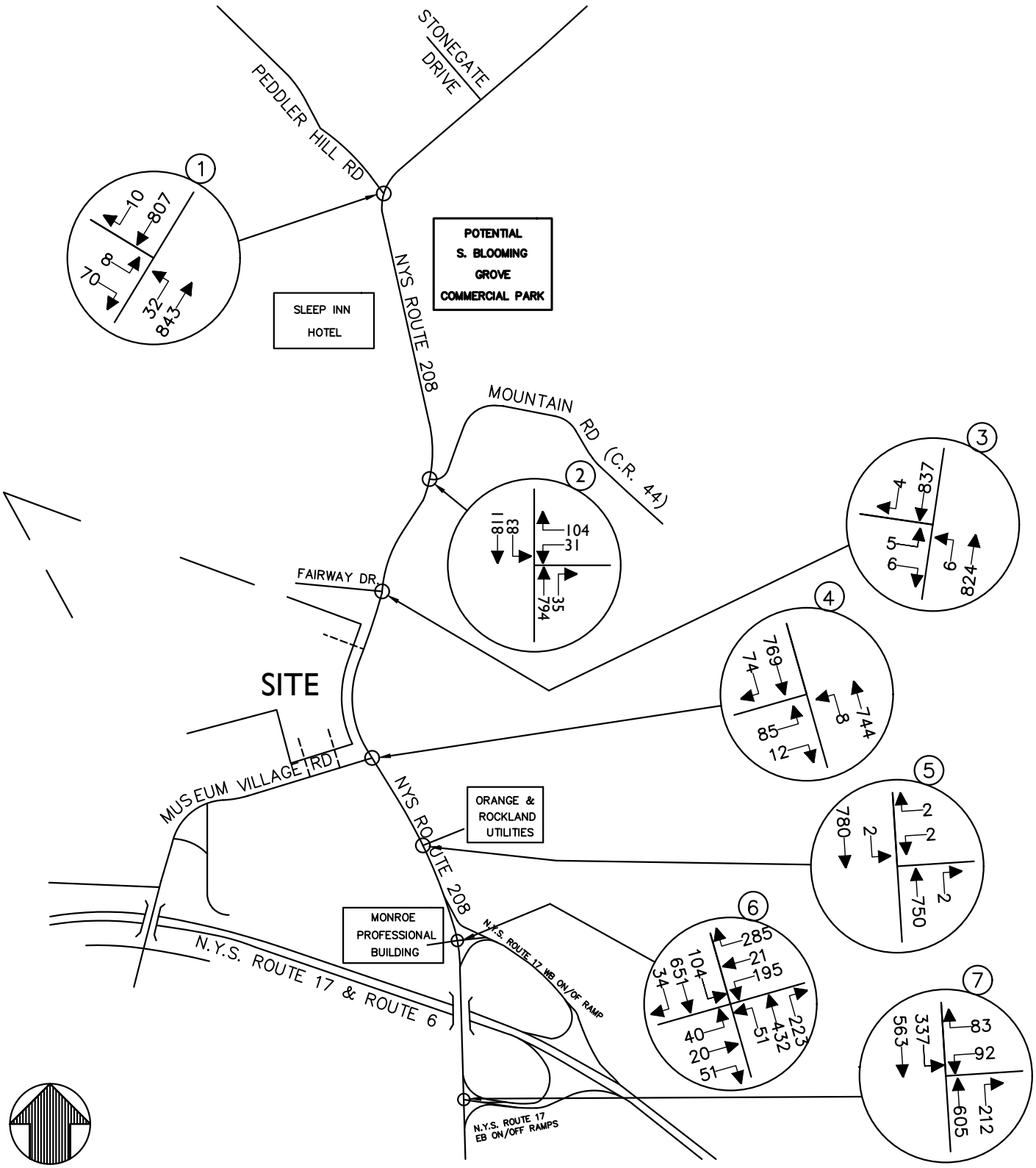
SHEET TITLE:
2023 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
12



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PROJECT NUMBER:	DRAWING NAME:
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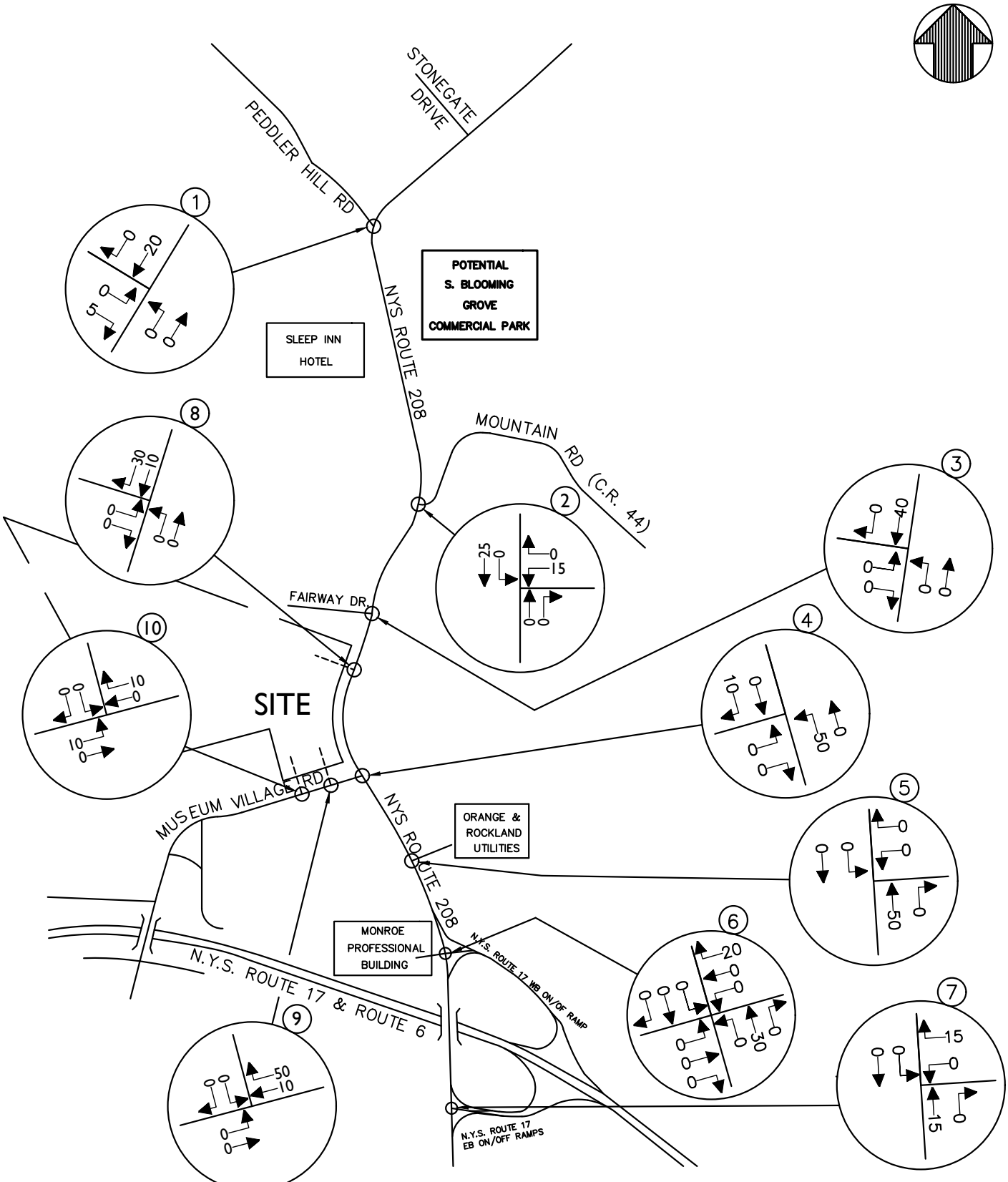
SHEET TITLE:
2023 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
13



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PROJECT NUMBER:	DRAWING NAME:
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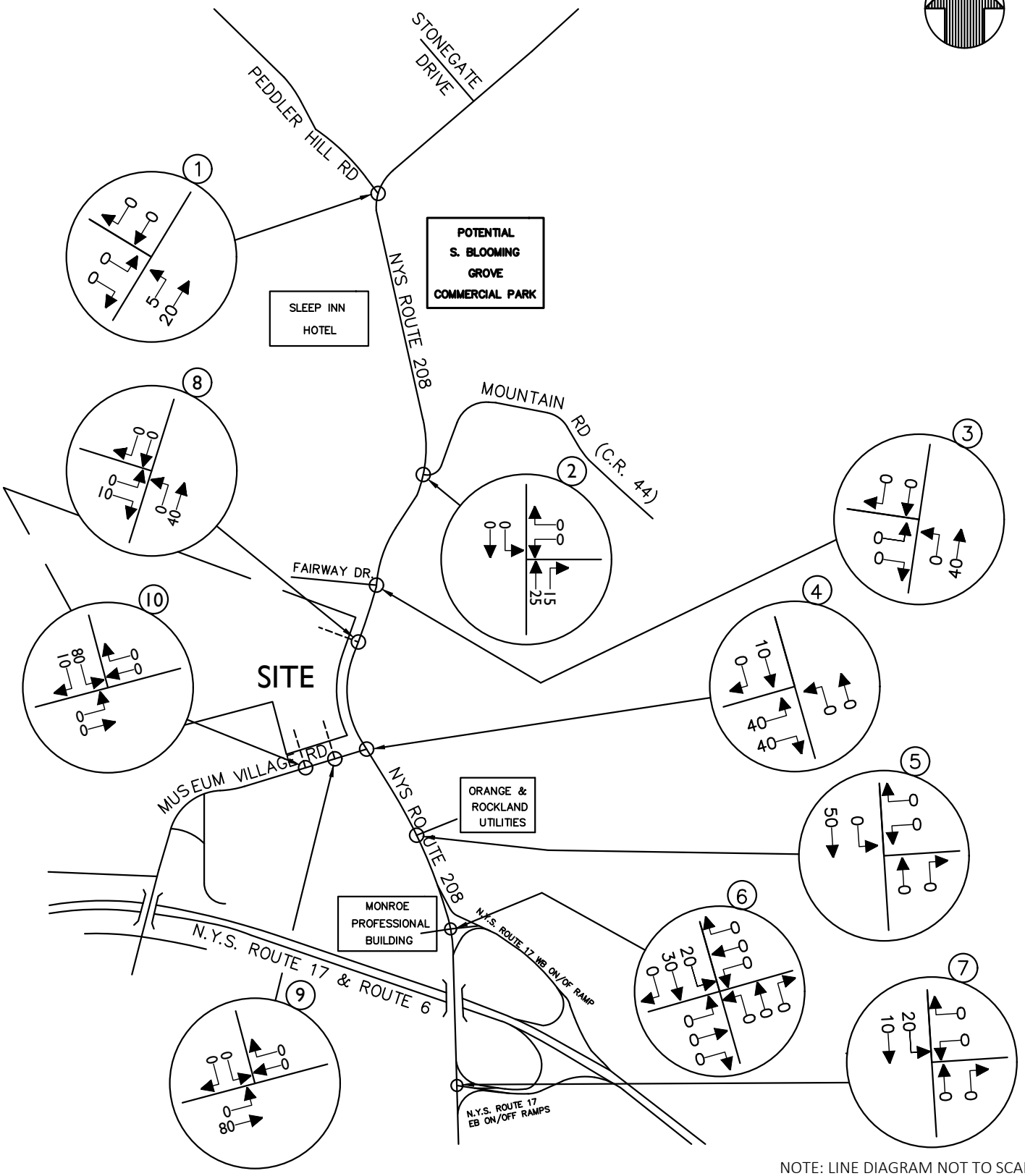
SHEET TITLE:
ARRIVAL DISTRIBUTION
(EXPRESSED AS A %)

SHEET NUMBER:
14



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PROJECT NUMBER:	DRAWING NAME:
20001241A	20061IJFM_FIGURES

SHEET TITLE:
DEPARTURE DISTRIBUTION
(EXPRESSED AS A %)

SHEET NUMBER:
15

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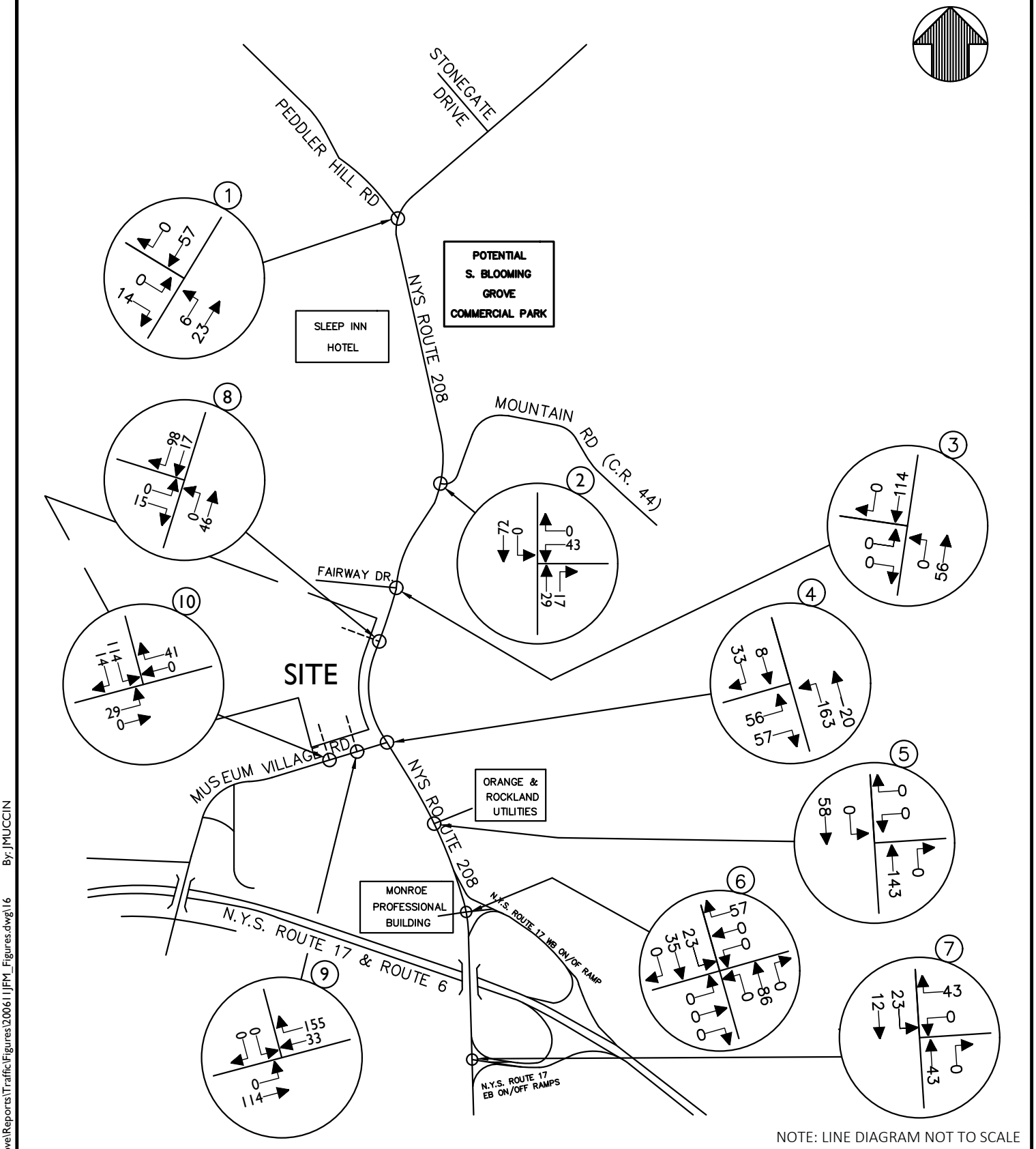

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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
16

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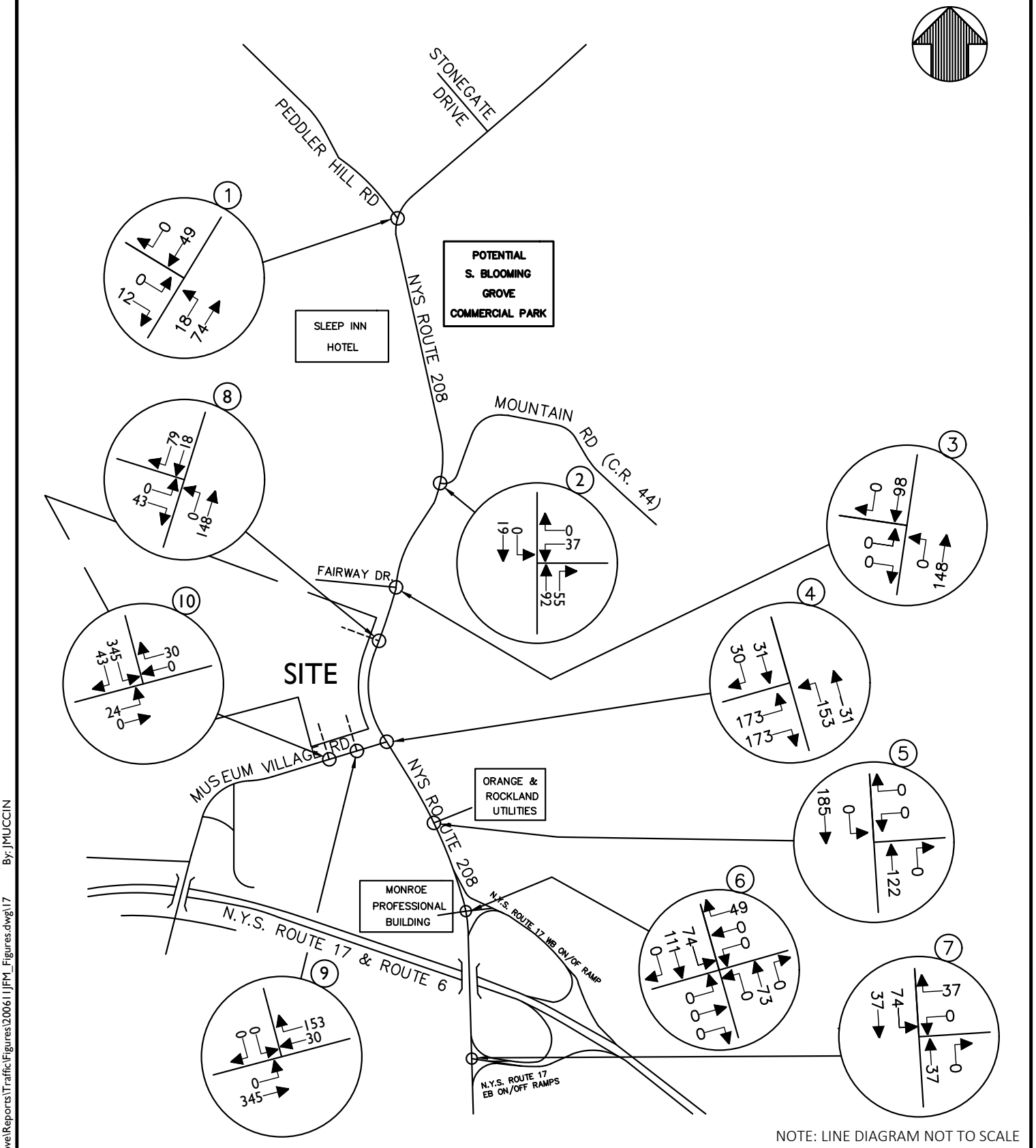

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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17

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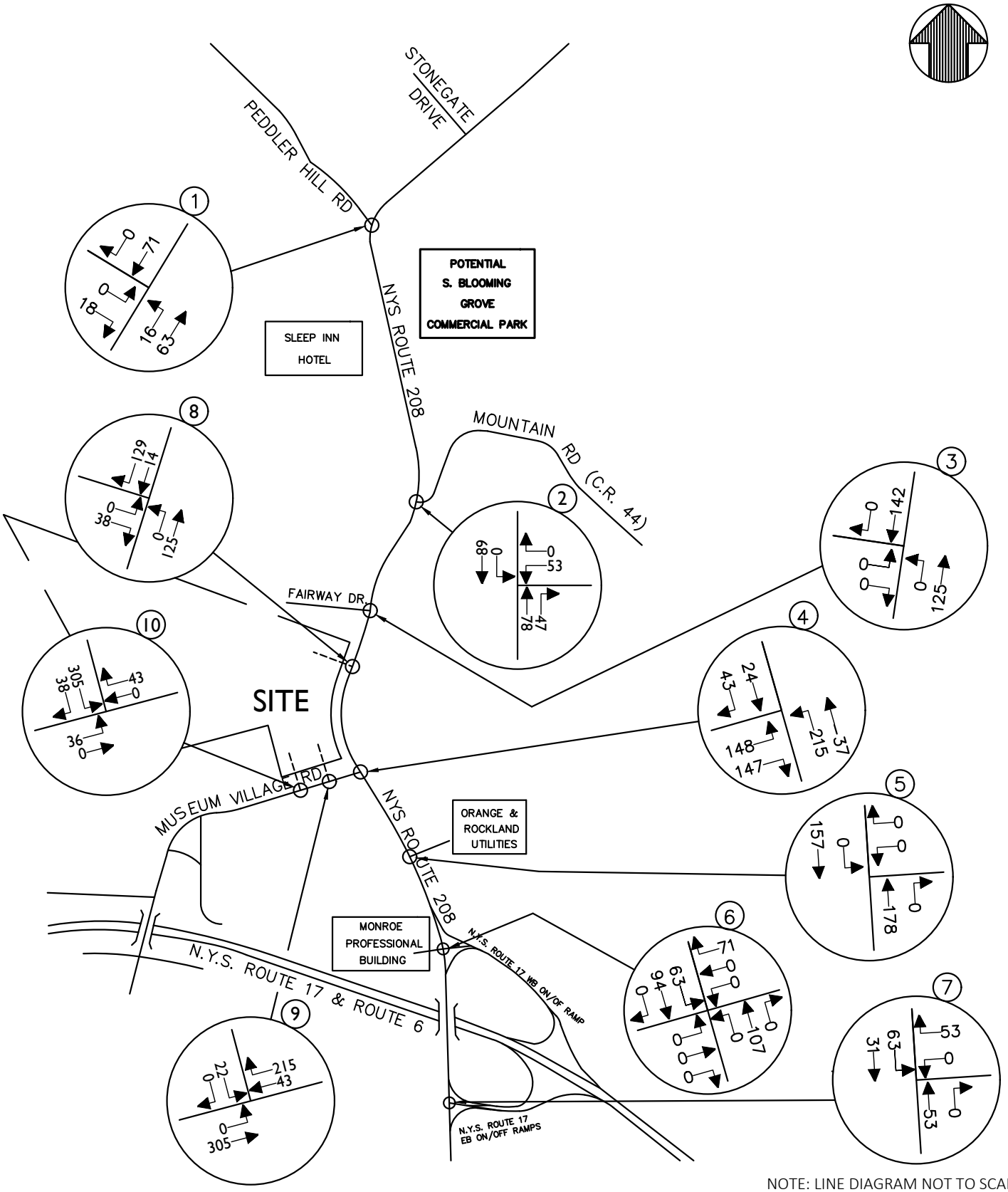

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SHEET NUMBER:
18

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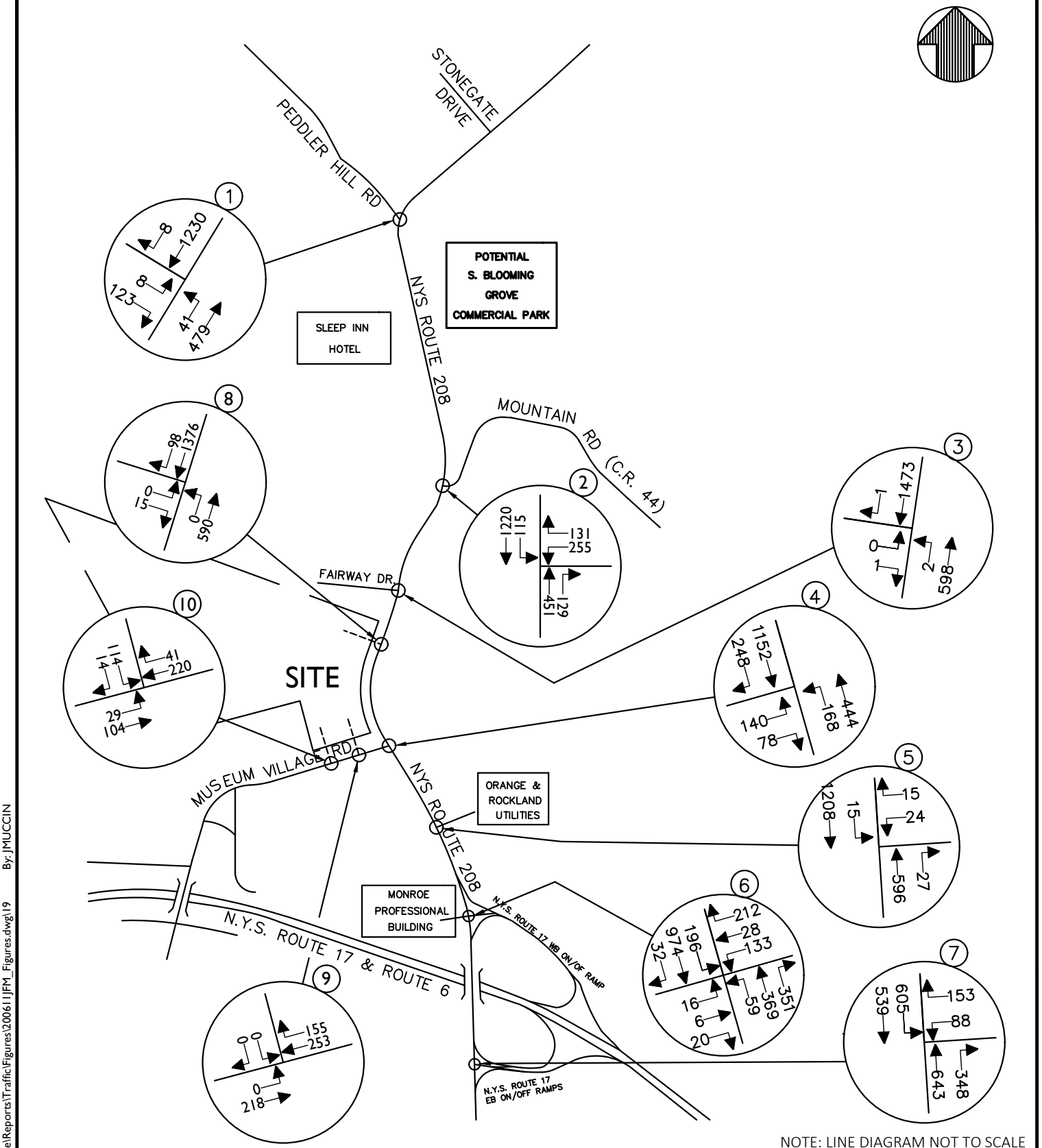

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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
19

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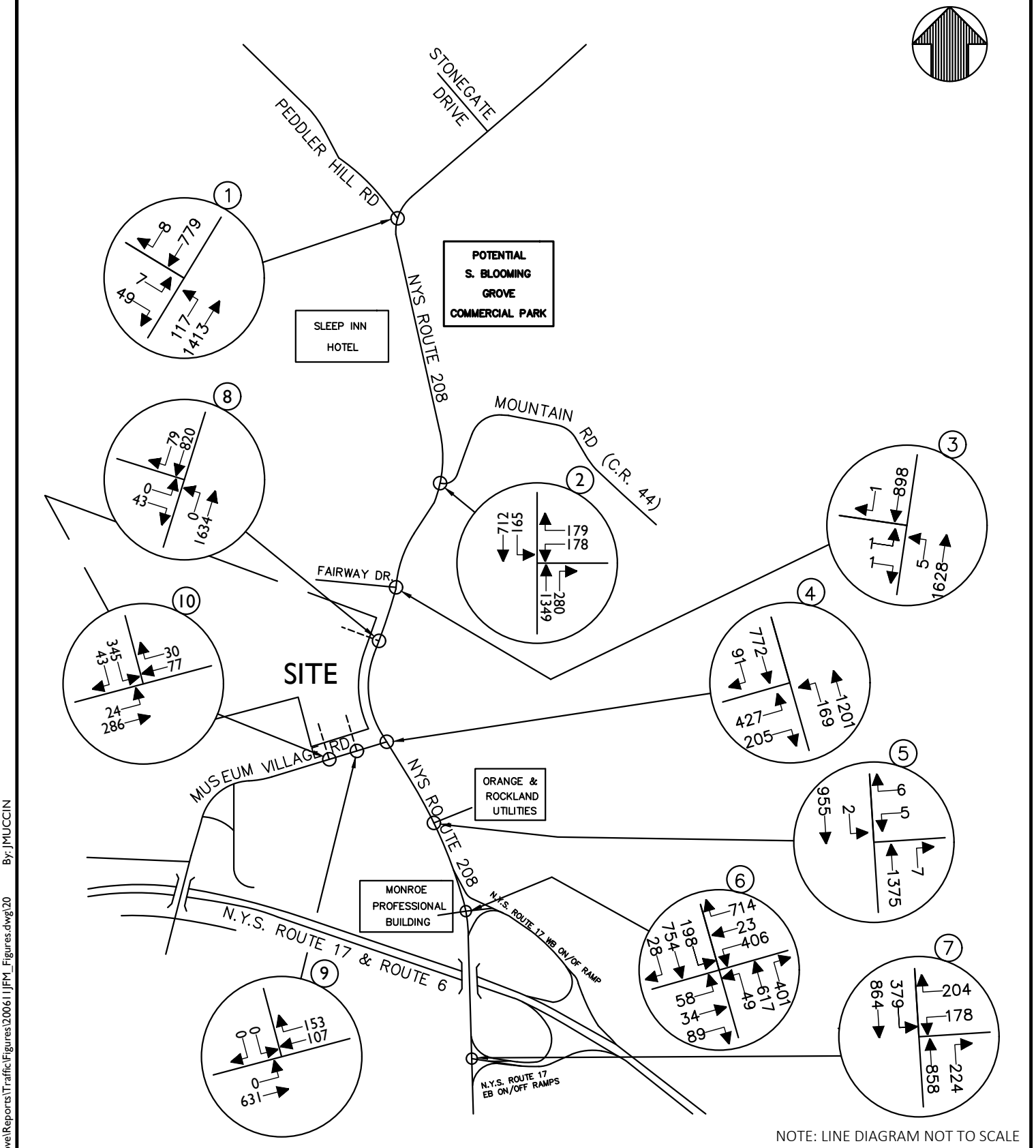

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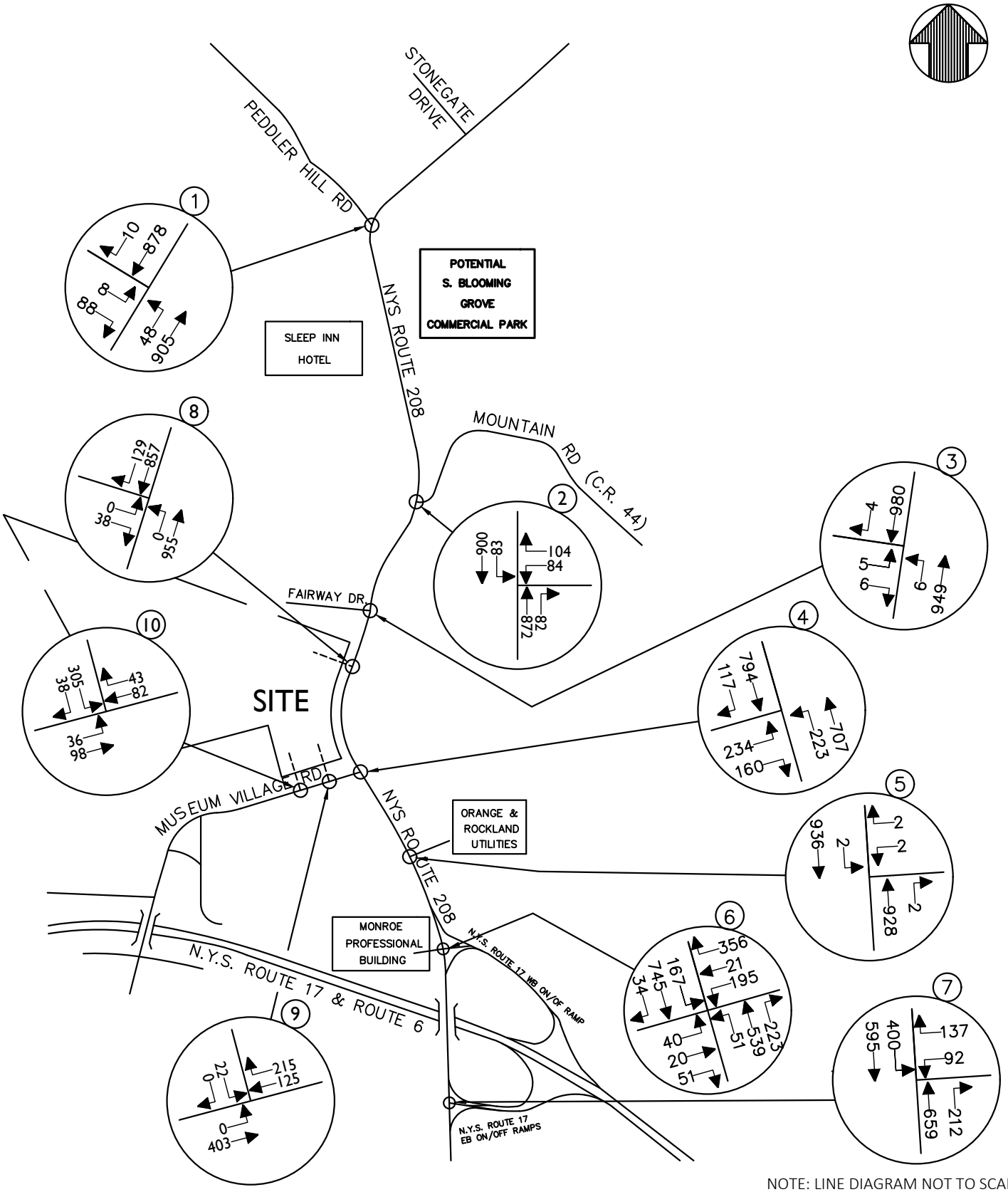

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SATURDAY PEAK HOUR

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PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX B

TABLES

TABLE NO. 1

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

S. BLOOMING GROVE COMMERCIAL DEVELOPMENT VILLAGE OF S.BLOOMING GROVE, NEW YORK	ENTRY			EXIT		
	HTGR[1]	VOLUME	NEW TRIPS	HTGR[1]	VOLUME	NEW TRIPS
RETAIL (26,500 S.F.)						
WEEKDAY PEAK AM HOUR	3.85	102	77	2.38	63	47
WEEKDAY PEAK PM HOUR	3.66	97	73	4.00	106	80
SATURDAY PEAK HOUR	4.26	113	85	3.92	104	78
SUPERMARKET (26,500 S.F.)						
WEEKDAY PEAK AM HOUR	2.30	61	46	1.51	40	30
WEEKDAY PEAK PM HOUR	5.55	147	110	5.36	142	107
SATURDAY PEAK HOUR	6.83	181	136	6.57	174	131
MEDICAL OFFICE (53,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.87	99	99	0.53	28	28
WEEKDAY PEAK PM HOUR	0.96	51	51	2.47	131	131
SATURDAY PEAK HOUR	2.26	120	120	1.72	91	91
GENERAL OFFICE (53,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.23	65	65	0.21	11	11
WEEKDAY PEAK PM HOUR	0.19	10	10	0.98	52	52
SATURDAY PEAK HOUR	0.28	15	15	0.25	13	13
TOTAL						
WEEKDAY PEAK AM HOUR	**-**	**327**	**286**	**-**	**142**	**116**
WEEKDAY PEAK PM HOUR	**-**	**305**	**244**	**-**	**431**	**369**
SATURDAY PEAK HOUR	**-**	**429**	**356**	**-**	**382**	**313**

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, 10TH EDITION, 2017. ITE LAND USE CODE - 820 - RETAIL, ITE LAND USE CODE - 850 - SUPERMARKET, LAND USE CODE - 720 - MEDICAL-DENTAL OFFICE BUILDING AND ITE LAND USE CODE - 710 - GENERAL OFFICE BUILDING.

2) THE NEW TRIPS INCLUDE A CREDIT FOR 25% PASS-BY VEHICLE TRIPS ATTRACTED FROM THE EXISTING TRAFFIC STREAM.

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

					2020 EXISTING			2023 NO-BUILD			2023 BUILD		
					AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
1	NYS ROUTE 208 & PEDDLER HILL ROAD		**UNSIGNALIZED**										
	PEDDLER HILL ROAD	SEB	LR		D [28.4]	D [26.9]	C [16.7]	F [71.0]	F [240.4]	D [25.0]	F [109.1]	C [17.5]	D [31.6]
	NYS ROUTE 208	NB	LT		B [10.4]	A [8.8]	A [8.8]	B [12.1]	B [10.0]	A [9.6]	B [12.6]	B [10.4]	B [10.0]
	W/GEOMETRIC IMPROVEMENTS AND SIGNALIZATION												
	PEDDLER HILL ROAD	SEB	L		-	-	-	C [24.8]	C [32.2]	B [12.2]	C [31.4]	D [36.2]	B [13.7]
			R		-	-	-	C [29.8]	D [40.2]	B [18.3]	D [37.5]	D [43.0]	B [18.4]
			SEB APPROACH		-	-	-	C [29.4]	D [38.9]	B [17.6]	D [37.1]	D [42.1]	B [18.0]
	NYS ROUTE 208	NB	L		-	-	-	C [24.3]	A [4.2]	A [8.2]	C [32.4]	A [5.1]	A [9.5]
			T		-	-	-	A [2.9]	B [16.4]	A [5.0]	A [3.0]	C [29.3]	A [5.2]
			NB APPROACH		-	-	-	A [4.4]	B [15.5]	A [5.1]	A [5.3]	C [27.5]	A [5.4]
	NYS ROUTE 208	SB	TR		-	-	-	B [12.5]	A [2.1]	A [4.8]	B [19.7]	A [2.4]	A [5.0]
			SB APPROACH		-	-	-	B [12.5]	A [2.1]	A [4.8]	B [19.7]	A [2.4]	A [5.0]
			OVERALL		-	-	-	**B [11.4]**	**B [11.5]**	**A [5.5]**	**B [17.0]**	**B [19.5]**	**A [5.8]**
2	NYS ROUTE 208 & MOUNTAIN ROAD		**UNSIGNALIZED**										
	MOUNTAIN ROAD	WB	LR		C [18.1]	E [35.0]	C [15.7]	F [560.4]	F [2164.2]	D [25.8]	F [1035.7]	F [8218.9]	F [109.3]
	NYS ROUTE 208	SB	LT		A [8.1]	B [11.9]	A [9.1]	A [9.1]	C [20.7]	B [10.3]	A [9.3]	D [25.4]	B [11.0]
	W/GEOMETRIC IMPROVEMENTS AND SIGNALIZATION												
	MOUNTAIN ROAD	WB	L		-	-	-	D [53.2]	E [75.7]	D [47.5]	D [53.2]	F [95.6]	D [49.9]
			R		-	-	-	D [44.0]	E [57.6]	D [47.9]	D [42.5]	E [57.7]	D [47.6]
			WB APPROACH		-	-	-	D [49.7]	E [65.6]	D [47.8]	D [49.6]	E [76.6]	D [48.6]
	NYS ROUTE 208	NB	T		-	-	-	A [7.6]	D [43.7]	A [8.0]	A [9.1]	D [42.6]	A [9.2]
			R		-	-	-	A [1.8]	A [3.2]	A [1.7]	A [1.9]	A [3.3]	A [1.8]
			NB APPROACH		-	-	-	A [6.4]	D [37.6]	A [7.7]	A [7.5]	D [35.7]	A [8.5]
	NYS ROUTE 208	SB	L		-	-	-	A [4.8]	E [77.0]	A [5.4]	A [5.8]	E [75.6]	A [6.9]
			T		-	-	-	B [14.5]	A [4.3]	A [4.4]	C [22.7]	A [4.3]	A [5.2]
			SB APPROACH		-	-	-	B [13.7]	B [19.0]	A [4.5]	C [21.2]	B [18.0]	A [5.3]
			OVERALL		-	-	-	**B [17.6]**	**D [35.2]**	**A [9.1]**	**C [22.5]**	**D [35.5]**	**B [10.6]**
3	NYS ROUTE 208 & FAIRWAY DRIVE		**UNSIGNALIZED**										
	FAIRWAY DRIVE	EB	LR		D [27.8]	D [31.1]	C [23.7]	F [50.7]	F [73.0]	E [35.8]	F [64.2]	F [117.8]	F [53.6]
	NYS ROUTE 208	NB	LT		B [10.8]	A [8.6]	A [9.2]	B [12.8]	A [9.6]	A [9.9]	B [13.7]	B [10.0]	B [10.6]
	W/SIGNALIZATION												
	FAIRWAY DRIVE	EB	LR		-	-	-	C [34.5]	D [45.9]	B [14.5]	D [40.0]	D [45.9]	B [18.1]
			EB APPROACH		-	-	-	C [34.5]	D [45.9]	B [14.5]	D [40.0]	D [45.9]	B [18.1]
	NYS ROUTE 208	NB	LT		-	-	-	A [2.1]	C [25.2]	A [6.3]	A [2.1]	F [41.1]	A [6.4]
			NB APPROACH		-	-	-	A [2.1]	C [25.2]	A [6.3]	A [2.1]	D [41.1]	A [6.4]
	NYS ROUTE 208	SB	TR		-	-	-	B [13.7]	A [2.1]	A [6.2]	C [25.0]	A [2.4]	A [6.4]
			SB APPROACH		-	-	-	B [13.7]	A [2.1]	A [6.2]	C [25.0]	A [2.4]	A [6.4]
			OVERALL		-	-	-	**B [10.4]**	**B [17.1]**	**A [6.3]**	**B [18.4]**	**C [27.4]**	**A [6.4]**
4	NYS ROUTE 208 & MUSEUM VILLAGE ROAD SOUTH		**UNSIGNALIZED**										
	MUSEUM VILLAGE ROAD SOUTH	EB	LR		F [70.9]	F [762.2]	E [48.0]	F [410.8]	F [3336.5]	F [144.4]	F [4739.0]	F [104989.9]	F [4512.9]
	NYS ROUTE 208	NB	LT		B [10.9]	A [8.7]	A [9.0]	B [13.0]	A [9.8]	A [9.6]	C [19.0]	B [11.6]	B [12.0]
	W/GEOMETRIC IMPROVEMENTS AND SIGNALIZATION												
	MUSEUM VILLAGE ROAD SOUTH	EB	L		-	-	-	-	-	-	E [69.9]	E [77.0]	D [54.6]
			R		-	-	-	-	-	-	D [54.7]	D [39.3]	D [42.6]
			EB APPROACH		-	-	-	-	-	-	E [64.5]	E [64.8]	D [49.7]
	NYS ROUTE 208	NB	L		-	-	-	-	-	-	C [34.9]	C [21.1]	B [12.2]
			T		-	-	-	-	-	-	A [3.5]	D [50.0]	A [7.4]
			NB APPROACH		-	-	-	-	-	-	B [12.1]	D [46.4]	A [8.6]
	NYS ROUTE 208	SB	T		-	-	-	-	-	-	B [17.5]	C [26.0]	B [14.7]
			R		-	-	-	-	-	-	A [5.6]	B [14.4]	A [8.3]
			SB APPROACH		-	-	-	-	-	-	B [15.4]	C [24.8]	B [13.9]
			OVERALL		-	-	-	**-**	**-**	**-**	**B [19.3]**	**D [43.8]**	**B [18.0]**

					2020 EXISTING			2023 NO-BUILD			2023 BUILD		
					AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
5	NYS ROUTE 208 & ORANGE & ROCKLAND UTILITIES ACCESS	**UNSIGNALIZED**											
	ORANGE & ROCKLAND ACCESS	WB	LR		C [19.2]	C [23.8]	C [15.3]	D [31.9]	E [42.4]	C [19.6]	E [43.3]	E [48.5]	D [25.9]
	NYS ROUTE 208	SB	L		A [8.2]	B [11.0]	A [8.6]	A [8.8]	B [13.1]	A [9.2]	A [9.4]	B [12.7]	A [9.9]
	W/SIGNALIZATION												
	ORANGE & ROCKLAND ACCESS	WB	L		-	-	-	D [37.7]	D [46.3]	D [37.4]	D [37.7]	D [47.5]	D [37.4]
			R		-	-	-	D [35.8]	D [54.6]	D [42.6]	D [35.8]	D [53.9]	D [42.6]
		WB APPROACH			-	-	-	D [37.0]	D [51.1]	D [40.0]	D [37.0]	D [51.0]	D [40.0]
	NYS ROUTE 208	NB	T		-	-	-	A [2.2]	B [12.3]	A [3.3]	A [2.8]	B [18.9]	A [4.7]
			R		-	-	-	A [1.2]	A [0.7]	A [1.0]	A [1.2]	A [0.7]	A [1.0]
		NB APPROACH			-	-	-	A [2.1]	B [12.2]	A [3.3]	A [2.7]	B [18.9]	A [4.6]
	NYS ROUTE 208	SB	L		-	-	-	A [2.2]	B [15.3]	A [3.2]	A [2.9]	C [24.9]	A [4.7]
			T		-	-	-	A [7.2]	A [2.4]	A [2.9]	A [8.6]	A [3.5]	A [3.8]
		SB APPROACH			-	-	-	A [7.1]	A [2.5]	A [2.9]	A [8.5]	A [3.5]	A [3.8]
		OVERALL			-	-	-	**A [6.4]**	**A [8.7]**	**A [3.2]**	**A [7.2]**	**B [12.6]**	**A [4.3]**
6	NYS ROUTE 208 & OFFICE DRIVEWAY/NYS ROUTE 17 WB ON/OFF RAMP	**SIGNALIZED**											
	OFFICE DRIVEWAY	EB	LTR		C [22.9]	C [20.3]	C [22.2]	C [22.1]	C [20.9]	C [22.6]	C [22.1]	C [20.9]	C [22.6]
		EB APPROACH			C [22.9]	C [22.3]	C [22.2]	C [22.1]	C [20.9]	C [22.6]	C [22.1]	C [20.9]	C [22.6]
	NYS ROUTE 17 WB ON/OFF RAMP	WB	LT		C [24.1]	C [24.6]	C [23.9]	C [24.0]	F [73.9]	C [23.7]	C [24.0]	F [73.9]	C [23.7]
			R		A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		WB APPROACH			C [24.1]	C [24.6]	C [23.9]	C [24.0]	F [73.9]	C [23.7]	C [24.0]	F [73.9]	C [23.7]
	NYS ROUTE 208	NB	LT		A [3.5]	A [8.6]	A [4.4]	A [5.7]	B [14.1]	A [6.0]	A [6.1]	B [15.8]	A [6.9]
			R		A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		NB APPROACH			A [3.5]	A [8.6]	A [4.4]	A [5.7]	B [14.1]	A [6.0]	A [6.1]	B [15.8]	A [6.9]
	NYS ROUTE 208	SB	LTR		B [11.9]	B [11.3]	A [6.3]	F [81.7]	F [49.5]	B [10.2]	F [115.0]	F [242.4]	B [17.2]
		SB APPROACH			B [11.9]	B [11.3]	A [6.3]	F [81.7]	F [49.5]	B [10.2]	F [115.0]	F [242.4]	B [17.2]
		OVERALL			**B [11.6]**	**B [13.7]**	**A [8.5]**	**E [59.3]**	**D [41.7]**	**B [11.6]**	**E [79.4]**	**F [125.8]**	**B [15.0]**
	W/GEOMETRIC IMPROVEMENTS AND SIGNAL TIMING CHANGES												
	OFFICE DRIVEWAY	EB	LT		-	-	-	E [76.3]	F [255.4]	E [73.2]	E [76.3]	F [121.9]	E [73.2]
			R		-	-	-	E [77.8]	F [311.6]	E [75.3]	E [77.8]	F [158.6]	E [75.3]
		EB APPROACH			-	-	-	E [77.0]	F [283.0]	E [74.2]	E [77.0]	F [140.0]	E [74.2]
	NYS ROUTE 17 WB ON/OFF RAMP	WB	L		-	-	-	F [106.3]	E [76.7]	E [68.3]	F [106.3]	E [72.6]	E [68.3]
			T		-	-	-	E [64.8]	D [41.7]	E [58.6]	E [64.8]	D [43.8]	E [58.6]
			R		-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		WB APPROACH			-	-	-	F [99.1]	E [74.8]	E [67.3]	F [99.1]	E [71.1]	E [67.3]
	NYS ROUTE 208	NB	L		-	-	-	D [39.4]	C [24.7]	B [18.7]	D [41.1]	C [28.4]	C [21.2]
			T		-	-	-	B [12.5]	C [27.2]	C [21.2]	B [13.4]	C [28.9]	C [23.0]
			R		-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		NB APPROACH			-	-	-	B [17.1]	C [27.0]	C [21.0]	B [17.2]	C [28.8]	C [22.9]
	NYS ROUTE 208	SB	L		-	-	-	A [8.2]	B [19.2]	B [13.8]	A [8.9]	C [23.6]	B [15.4]
			TR		-	-	-	D [41.1]	D [36.5]	C [27.7]	F [48.7]	D [42.5]	C [30.4]
		SB APPROACH			-	-	-	D [36.2]	C [33.8]	C [25.9]	D [42.2]	D [38.7]	C [27.7]
		OVERALL			-	-	-	**D [39.4]**	**E [63.1]**	**C [33.3]**	**D [42.2]**	**D [50.1]**	**C [33.5]**
7	NYS ROUTE 208 & NYS ROUTE 17 EB ON/OFF RAMP	**SIGNALIZED**											
	NYS ROUTE 17 EB ON/OFF RAMP	WB	LR		C [22.6]	C [27.4]	C [24.4]	C [27.3]	D [54.0]	C [28.9]	C [28.0]	E [63.5]	C [30.1]
		WB APPROACH			C [22.6]	C [27.4]	C [24.4]	C [27.3]	D [54.0]	C [28.9]	C [28.0]	E [63.5]	C [30.1]
	NYS ROUTE 208	NB	T		A [4.3]	A [7.6]	A [4.8]	A [7.6]	B [13.0]	A [7.4]	A [8.4]	B [14.4]	A [8.4]
			R		A [0.2]	A [0.1]	A [0.2]	A [0.4]	A [0.2]	A [0.2]	A [0.4]	A [0.2]	A [0.2]
		NB APPROACH			A [2.8]	A [6.1]	A [3.5]	A [4.9]	B [10.2]	A [5.5]	A [5.6]	B [11.4]	A [6.4]
	NYS ROUTE 208	SB	LT		E [59.6]	E [68.1]	C [20.6]	F [483.1]	F [722.4]	F [198.4]	F [596.6]	F [1076.1]	F [356.9]
		SB APPROACH			E [59.6]	E [68.1]	C [20.6]	F [483.1]	F [722.4]	F [198.4]	F [596.6]	F [1076.1]	F [356.9]
		OVERALL			**C [34.4]**	**D [35.6]**	**B [13.0]**	**F [242.2]**	**F [336.0]**	**F [99.4]**	**F [292.5]**	**F [507.7]**	**F [175.4]**
	W/GEOMETRIC IMPROVEMENTS AND SIGNAL TIMING CHANGES												
	NYS ROUTE 17 EB/OFF RAMP	WB	LR		-	-	-	E [74.1]	E [79.8]	E [73.7]	E [74.1]	E [79.8]	E [73.7]
		WB APPROACH			-	-	-	E [74.1]	E [79.8]	E [73.7]	E [74.1]	E [79.8]	E [73.7]
	NYS ROUTE 208	NB	T		-	-	-	D [47.6]	D [49.8]	C [31.9]	D [53.3]	D [51.1]	C [34.5]
			R		-	-	-	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		NB APPROACH			-	-	-	D [47.6]	D [49.8]	C [31.9]	D [53.3]	D [51.1]	C [34.5]
	NYS ROUTE 208	SB	L		-	-	-	C [25.7]	D [46.1]	C [21.0]	C [29.3]	D [52.8]	C [26.1]
			T		-	-	-	A [0.1]	A [7.8]	A [0.6]	A [0.1]	A [8.2]	A [0.6]
		SB APPROACH			-	-	-	B [13.5]	B [18.2]	A [8.2]	B [15.6]	C [21.8]	B [10.9]
		OVERALL			-	-	-	**C [27.9]**	**D [35.5]**	**C [21.0]**	**C [31.2]**	**D [37.4]**	**C [23.1]**
8	NYS ROUTE 208 & SITE ACCESS	**UNSIGNALIZED**											
	SITE ACCESS	EB	LR		-	-	-	-	-	-	D [33.4]	C [17.4]	C [19.5]
10	MUSEUM VILLAGE ROAD SOUTH & SITE ACCESS #2	**UNSIGNALIZED**											
	MUSEUM VILLAGE ROAD SOUTH	EB	LT		-	-	-	-	-	-	A [7.9]	A [7.5]	A [7.5]
	SITE ACCESS #2	SB	LR		-	-	-	-	-	-	B [13.2]	D [27.0]	B [14.8]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

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

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

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

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

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

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

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8

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

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

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

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

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 20-2

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

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

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

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

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8

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

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

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX D

CAPACITY ANALYSIS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	27	295	911	8	8	95
Future Volume (vph)	27	295	911	8	8	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.876	
Flt Protected		0.996			0.996	
Satd. Flow (prot)	0	1693	1695	0	1824	0
Flt Permitted		0.996			0.996	
Satd. Flow (perm)	0	1693	1695	0	1824	0
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%	4%	2%	2%	2%
Adj. Flow (vph)	29	317	980	9	9	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	346	989	0	111	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	989	0	-	0	1360	985
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	375	-
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	699	-	-	-	141	285
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	699	-	-	-	134	285
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	308	-
Stage 2	-	-	-	-	667	-

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

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	31	291	72	22	984
Future Volume (vph)	65	31	291	72	22	984
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	0.957		0.973			
Flt Protected	0.967					0.999
Satd. Flow (prot)	1750	0	1802	0	0	1835
Flt Permitted	0.967					0.999
Satd. Flow (perm)	1750	0	1802	0	0	1835
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	70	33	313	77	24	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	390	0	0	1082
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	

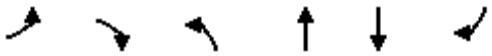
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	31	291	72	22	984
Future Vol, veh/h	65	31	291	72	22	984
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	70	33	313	77	24	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1458	352	0	0	390	0
Stage 1	352	-	-	-	-	-
Stage 2	1106	-	-	-	-	-
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	321	763	-	-	1169	-
Stage 1	866	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	763	-	-	1169	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	585	-	-	-	-	-

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

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	363	1048	1
Future Volume (vph)	1	1	2	363	1048	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	1845	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1845	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	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	1	1	2	390	1127	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	392	1128	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

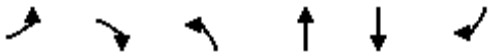
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	363	1048	1
Future Vol, veh/h	1	1	2	363	1048	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	1	1	2	390	1127	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1522	1128	1128	0	-	0
Stage 1	1128	-	-	-	-	-
Stage 2	394	-	-	-	-	-
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	120	241	619	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	241	619	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	619	-	160	-	-
HCM Lane V/C Ratio	0.003	-	0.013	-	-
HCM Control Delay (s)	10.8	0	27.8	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	78	20	5	287	885	164
Future Volume (vph)	78	20	5	287	885	164
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	0.972				0.979	
Flt Protected	0.962			0.999		
Satd. Flow (prot)	1667	0	0	1756	1769	0
Flt Permitted	0.962			0.999		
Satd. Flow (perm)	1667	0	0	1756	1769	0
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%	4%	2%
Adj. Flow (vph)	85	22	5	312	962	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	317	1140	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	20	5	287	885	164
Future Vol, veh/h	78	20	5	287	885	164
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	85	22	5	312	962	178

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1373	1051	1140	0	-	0
Stage 1	1051	-	-	-	-	-
Stage 2	322	-	-	-	-	-
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	138	260	613	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	260	613	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	709	-	-	-	-	-

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

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	23	13	279	26	15	890
Future Volume (vph)	23	13	279	26	15	890
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	0.952			0.850		
Flt Protected	0.969				0.950	
Satd. Flow (prot)	1688	0	1790	1319	1519	1845
Flt Permitted	0.969				0.950	
Satd. Flow (perm)	1688	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	25	14	300	28	16	957
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	300	28	16	957
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

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	13	279	26	15	890
Future Vol, veh/h	23	13	279	26	15	890
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	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	25	14	300	28	16	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1289	300	0	0	328	0
Stage 1	300	-	-	-	-	-
Stage 2	989	-	-	-	-	-
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	221	723	-	-	1137	-
Stage 1	761	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	723	-	-	1137	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	416	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	1137	-
HCM Lane V/C Ratio	-	-	0.133	0.014	-
HCM Control Delay (s)	-	-	19.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

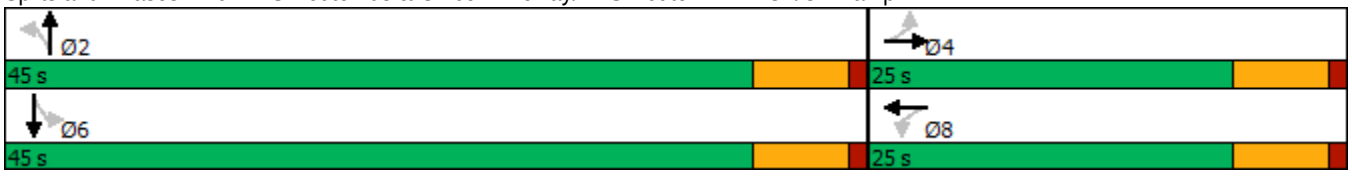
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	2	9	91	13	98	25	199	225	123	754	6
Future Volume (vph)	8	2	9	91	13	98	25	199	225	123	754	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.936				0.850			0.850		0.999	
Flt Protected		0.979			0.958			0.994			0.993	
Satd. Flow (prot)	0	1707	0	0	1802	1599	0	1847	1607	0	1671	0
Flt Permitted		0.818			0.737			0.863			0.907	
Satd. Flow (perm)	0	1426	0	0	1387	1599	0	1604	1607	0	1526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				140			262		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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%	4%	2%
Adj. Flow (vph)	9	2	10	106	15	114	29	231	262	143	877	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	121	114	0	260	262	0	1027	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	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)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.09			0.55	0.07		0.23	0.16		0.96	
Control Delay		16.3			33.2	0.1		5.7	0.2		34.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		16.3			33.2	0.1		5.7	0.2		34.6	
Queue Length 50th (ft)		4			41	0		34	0		~424	
Queue Length 95th (ft)		18			81	0		75	0		#665	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			428	1599		1130	1607		1075	
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		0.05			0.28	0.07		0.23	0.16		0.96	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 61.6
Natural Cycle: 80
Control Type: Semi Act-Uncoord
~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp

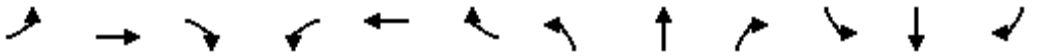


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	21	121	114	260	262	1027
v/c Ratio	0.09	0.55	0.07	0.23	0.16	0.96
Control Delay	16.3	33.2	0.1	5.7	0.2	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	33.2	0.1	5.7	0.2	34.6
Queue Length 50th (ft)	4	41	0	34	0	~424
Queue Length 95th (ft)	18	81	0	75	0	#665
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	447	428	1599	1130	1607	1075
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	0.05	0.28	0.07	0.23	0.16	0.96

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2	9	91	13	98	25	199	225	123	754	6
Future Volume (veh/h)	8	2	9	91	13	98	25	199	225	123	754	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1788	1788	1788
Adj Flow Rate, veh/h	9	2	10	106	15	0	29	231	0	143	877	7
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	4	4	2	4	4	4
Cap, veh/h	139	38	79	254	19		151	1119		202	1010	8
Arrive On Green	0.14	0.10	0.10	0.14	0.10	0.00	0.72	0.69	0.00	0.72	0.69	0.69
Sat Flow, veh/h	482	384	788	1346	190	1651	117	1626	1685	188	1469	11
Grp Volume(v), veh/h	21	0	0	121	0	0	260	0	0	1027	0	0
Grp Sat Flow(s),veh/h/ln	1654	0	0	1537	0	1651	1743	0	1685	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	18.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	4.1	0.0	0.0	2.7	0.0	0.0	25.6	0.0	0.0
Prop In Lane	0.43		0.48	0.88		1.00	0.11		1.00	0.14		0.01
Lane Grp Cap(c), veh/h	315	0	0	327	0		1331	0		1279	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.37	0.00		0.20	0.00		0.80	0.00	0.00
Avail Cap(c_a), veh/h	672	0	0	682	0		1331	0		1279	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	22.8	0.0	0.0	23.9	0.0	0.0	3.1	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	5.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.4	0.0	0.0	0.2	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	0.0	24.1	0.0	0.0	3.5	0.0	0.0	11.9	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		B	A	A
Approach Vol, veh/h		21			121	A		260	A		1027	
Approach Delay, s/veh		22.9			24.1			3.5			11.9	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		11.7		45.0		11.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		2.6		0.0		6.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Notes

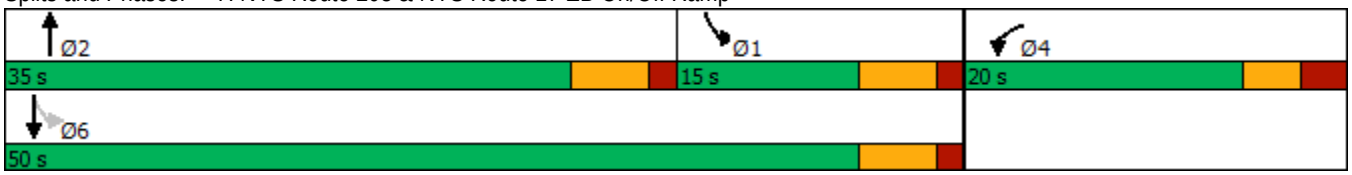
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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			1398
Travel Time (s)	11.6		8.3			17.3
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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

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			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	35	456	1172	8	8	109
Future Volume (vph)	35	456	1172	8	8	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.875	
Flt Protected		0.996			0.996	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.996	
Satd. Flow (perm)	0	1692	1695	0	1821	0
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%	4%	2%	2%	2%
Adj. Flow (vph)	38	490	1260	9	9	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	528	1269	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	35	456	1172	8	8	109
Future Vol, veh/h	35	456	1172	8	8	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	38	490	1260	9	9	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1269	0	-	0	1831	1265
Stage 1	-	-	-	-	1265	-
Stage 2	-	-	-	-	566	-
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	548	-	-	-	68	193
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	548	-	-	-	62	193
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	534	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	71
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	548	-	169	-	-
HCM Lane V/C Ratio	0.069	-	0.744	-	-
HCM Control Delay (s)	12.1	0	71	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	4.7	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	212	131	422	111	115	1149
Future Volume (vph)	212	131	422	111	115	1149
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	0.948		0.972			
Flt Protected	0.970					0.995
Satd. Flow (prot)	1739	0	1801	0	0	1830
Flt Permitted	0.970					0.995
Satd. Flow (perm)	1739	0	1801	0	0	1830
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	228	141	454	119	124	1235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	369	0	573	0	0	1359
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	
Int Delay, s/veh	90.3

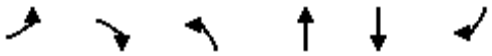
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	212	131	422	111	115	1149
Future Vol, veh/h	212	131	422	111	115	1149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	228	141	454	119	124	1235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1997	514	0	0	573	0
Stage 1	514	-	-	-	-	-
Stage 2	1483	-	-	-	-	-
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	~ 200	646	-	-	1000	-
Stage 1	799	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 121	646	-	-	1000	-
Mov Cap-2 Maneuver	~ 121	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 560.4	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	1000	-
HCM Lane V/C Ratio	-	-	2.108	0.124	-
HCM Control Delay (s)	-	-	$ 560.4	9.1	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	29	0.4	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	542	1358	1
Future Volume (vph)	1	1	2	542	1358	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	1845	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1845	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	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	1	1	2	583	1460	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	585	1461	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

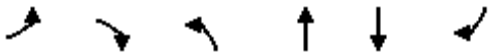
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	542	1358	1
Future Vol, veh/h	1	1	2	542	1358	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	1	1	2	583	1460	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2048	1461	1461	0	-	0
Stage 1	1461	-	-	-	-	-
Stage 2	587	-	-	-	-	-
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	55	152	462	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	152	462	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	195	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	462	-	81	-	-
HCM Lane V/C Ratio	0.005	-	0.027	-	-
HCM Control Delay (s)	12.8	0	50.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	21	5	464	1145	215
Future Volume (vph)	83	21	5	464	1145	215
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	0.973				0.979	
Flt Protected	0.962					
Satd. Flow (prot)	1669	0	0	1758	1769	0
Flt Permitted	0.962					
Satd. Flow (perm)	1669	0	0	1758	1769	0
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%	4%	2%
Adj. Flow (vph)	90	23	5	504	1245	234
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	509	1479	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	22.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	21	5	464	1145	215
Future Vol, veh/h	83	21	5	464	1145	215
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	90	23	5	504	1245	234

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1876	1362	1479	0	-	0
Stage 1	1362	-	-	-	-	-
Stage 2	514	-	-	-	-	-
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	~ 64	168	455	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 63	168	455	-	-	-
Mov Cap-2 Maneuver	~ 63	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 410.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	455	-	72	-	-
HCM Lane V/C Ratio	0.012	-	1.57	-	-
HCM Control Delay (s)	13	0	$ 410.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	9.6	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	15	453	27	15	1150
Future Volume (vph)	24	15	453	27	15	1150
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	0.949			0.850		
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1685	0	1790	1319	1519	1845
Flt Permitted	0.970				0.950	
Satd. Flow (perm)	1685	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	16	487	29	16	1237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	487	29	16	1237
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

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	15	453	27	15	1150
Future Vol, veh/h	24	15	453	27	15	1150
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	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	16	487	29	16	1237

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1756	487	0	0	516	0
Stage 1	487	-	-	-	-	-
Stage 2	1269	-	-	-	-	-
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	124	576	-	-	964	-
Stage 1	649	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	576	-	-	964	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	964	-
HCM Lane V/C Ratio	-	-	0.24	0.017	-
HCM Control Delay (s)	-	-	31.9	8.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

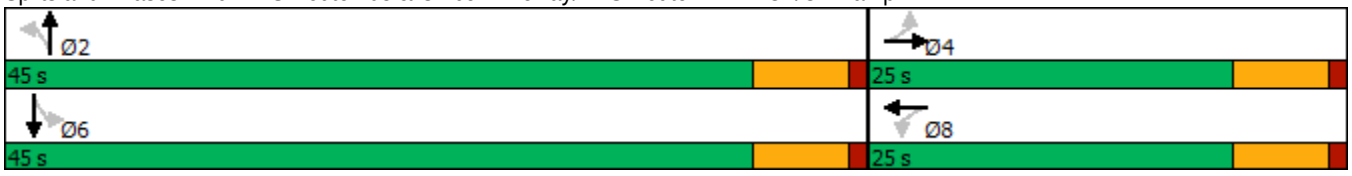
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	6	20	133	28	155	59	283	351	173	940	32
Future Volume (vph)	16	6	20	133	28	155	59	283	351	173	940	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.937				0.850			0.850		0.996	
Flt Protected		0.981			0.960			0.991			0.993	
Satd. Flow (prot)	0	1712	0	0	1806	1599	0	1844	1607	0	1667	0
Flt Permitted		0.830			0.730			0.708			0.837	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1317	1607	0	1405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				180			408		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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%	4%	2%
Adj. Flow (vph)	19	7	23	155	33	180	69	329	408	201	1093	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	188	180	0	398	408	0	1331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	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)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.16			0.68	0.11		0.50	0.25		1.55	
Control Delay		14.2			36.6	0.1		10.6	0.4		271.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.2			36.6	0.1		10.6	0.4		271.3	
Queue Length 50th (ft)		8			68	0		75	0		~765	
Queue Length 95th (ft)		30			121	0		161	0		#1049	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			408	1599		804	1607		860	
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		0.11			0.46	0.11		0.50	0.25		1.55	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 64.1
Natural Cycle: 150
Control Type: Semi Act-Uncoord
~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp

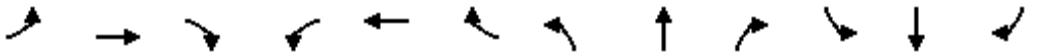


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	49	188	180	398	408	1331
v/c Ratio	0.16	0.68	0.11	0.50	0.25	1.55
Control Delay	14.2	36.6	0.1	10.6	0.4	271.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	36.6	0.1	10.6	0.4	271.3
Queue Length 50th (ft)	8	68	0	75	0	~765
Queue Length 95th (ft)	30	121	0	161	0	#1049
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	447	408	1599	804	1607	860
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	0.11	0.46	0.11	0.50	0.25	1.55

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	20	133	28	155	59	283	351	173	940	32
Future Volume (veh/h)	16	6	20	133	28	155	59	283	351	173	940	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1788	1788	1788
Adj Flow Rate, veh/h	19	7	23	155	33	0	69	329	0	201	1093	37
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	4	4	2	4	4	4
Cap, veh/h	153	62	117	299	40		171	769		210	883	29
Arrive On Green	0.18	0.15	0.15	0.18	0.15	0.00	0.69	0.65	0.00	0.69	0.65	0.65
Sat Flow, veh/h	472	422	791	1283	273	1651	154	1180	1685	216	1354	45
Grp Volume(v), veh/h	49	0	0	188	0	0	398	0	0	1331	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1556	0	1651	1334	0	1685	1616	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	6.6	0.0	0.0	5.2	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.39		0.47	0.82		1.00	0.17		1.00	0.15		0.03
Lane Grp Cap(c), veh/h	388	0	0	391	0		985	0		1177	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.48	0.00		0.40	0.00		1.13	0.00	0.00
Avail Cap(c_a), veh/h	648	0	0	648	0		985	0		1177	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	22.0	0.0	0.0	23.6	0.0	0.0	4.4	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.2	0.0	0.0	70.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.2	0.0	0.0	0.9	0.0	0.0	27.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	0.0	0.0	24.0	0.0	0.0	5.7	0.0	0.0	81.7	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		F	A	A
Approach Vol, veh/h		49			188	A		398	A		1331	
Approach Delay, s/veh		22.1			24.0			5.7			81.7	
Approach LOS		C			C			A			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		14.8		45.0		14.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		8.6				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			59.3									
HCM 6th LOS			E									

Notes

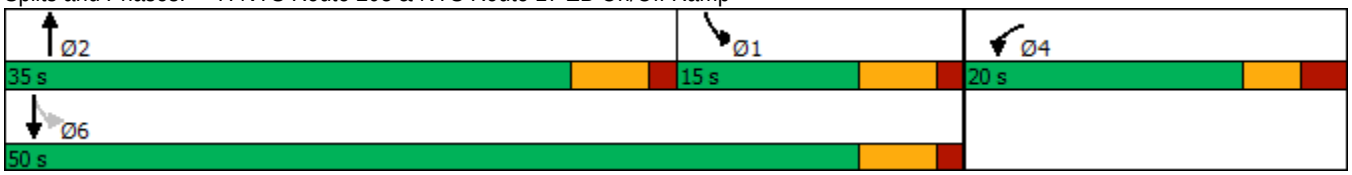
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	111	600	348	582	528
Future Volume (vph)	88	111	600	348	582	528
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	0.925			0.850		
Flt Protected	0.978					0.974
Satd. Flow (prot)	1694	0	1818	1575	0	1814
Flt Permitted	0.978					0.464
Satd. Flow (perm)	1694	0	1818	1575	0	864
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	81			374		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	95	119	645	374	626	568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	214	0	645	374	0	1194
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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	0.68		0.52	0.24		2.02
Control Delay	27.3		7.6	0.4		483.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	27.3		7.6	0.4		483.1
LOS	C		A	A		F
Approach Delay	27.3		4.9			483.1
Approach LOS	C		A			F

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: 2.02			
Intersection Signal Delay: 242.2		Intersection LOS: F	
Intersection Capacity Utilization 117.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	35	456	1172	8	8	109
Future Volume (vph)	35	456	1172	8	8	109
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			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.121				0.950	
Satd. Flow (perm)	209	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			108
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%	4%	2%	2%	2%
Adj. Flow (vph)	38	490	1260	9	9	117
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	490	1269	0	9	117
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.22	0.35	0.90		0.07	0.54
Control Delay	5.9	3.1	18.1		35.1	19.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.9	3.1	18.1		35.1	19.0
Queue Length 50th (ft)	3	44	320		4	4
Queue Length 95th (ft)	17	107	#956		18	52
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	174	1418	1416		310	364
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	0.22	0.35	0.90		0.03	0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 79.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	38	490	1269	9	117
v/c Ratio	0.22	0.35	0.90	0.07	0.54
Control Delay	5.9	3.1	18.1	35.1	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	3.1	18.1	35.1	19.0
Queue Length 50th (ft)	3	44	320	4	4
Queue Length 95th (ft)	17	107	#956	18	52
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	174	1418	1416	310	364
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	0.22	0.35	0.90	0.03	0.32

Intersection Summary

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

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	35	456	1172	8	8	109
Future Volume (veh/h)	35	456	1172	8	8	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1864	1835	1835	1835	1847	1847
Adj Flow Rate, veh/h	38	490	1260	9	9	117
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	183	1353	1342	10	170	151
Arrive On Green	0.74	0.74	0.74	0.74	0.10	0.10
Sat Flow, veh/h	435	1835	1819	13	1759	1565
Grp Volume(v), veh/h	38	490	0	1269	9	117
Grp Sat Flow(s),veh/h/ln	435	1835	0	1832	1759	1565
Q Serve(g_s), s	4.9	5.8	0.0	35.6	0.3	4.4
Cycle Q Clear(g_c), s	40.6	5.8	0.0	35.6	0.3	4.4
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	183	1353	0	1352	170	151
V/C Ratio(X)	0.21	0.36	0.00	0.94	0.05	0.77
Avail Cap(c_a), veh/h	331	1978	0	1975	438	389
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	24.1	2.8	0.0	6.8	24.7	26.6
Incr Delay (d2), s/veh	0.2	0.1	0.0	5.8	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.0	5.7	0.1	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.3	2.9	0.0	12.5	24.8	29.8
LnGrp LOS	C	A	A	B	C	C
Approach Vol, veh/h		528	1269		126	
Approach Delay, s/veh		4.4	12.5		29.4	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		49.5		10.8		49.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		42.6		6.4		37.6
Green Ext Time (p_c), s		1.9		0.2		6.8

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	212	131	422	111	115	1149
Future Volume (vph)	212	131	422	111	115	1149
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	1714
Flt Permitted	0.950				0.413	
Satd. Flow (perm)	1858	1552	1845	1493	722	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		141		119		
Link Speed (mph)	30		55			45
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			34.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	228	141	454	119	124	1235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	141	454	119	124	1235
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	74	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	34	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

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)	44.0	17.0	79.0	44.0	17.0	96.0
Total Split (%)	31.4%	12.1%	56.4%	31.4%	12.1%	68.6%
Maximum Green (s)	39.0	12.0	74.0	39.0	12.0	91.0
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	0.74	0.27	0.38	0.09	0.20	0.96
Control Delay	62.5	6.2	12.5	0.4	5.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	6.2	12.5	0.4	5.6	32.9
Queue Length 50th (ft)	172	0	155	0	22	738
Queue Length 95th (ft)	258	46	280	8	51	#1369
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	597	574	1185	1464	635	1286
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	0.38	0.25	0.38	0.08	0.20	0.96

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 121.4
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: 2: NYS Route 208 & Mountain Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	228	141	454	119	124	1235
v/c Ratio	0.74	0.27	0.38	0.09	0.20	0.96
Control Delay	62.5	6.2	12.5	0.4	5.6	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	6.2	12.5	0.4	5.6	32.9
Queue Length 50th (ft)	172	0	155	0	22	738
Queue Length 95th (ft)	258	46	280	8	51	#1369
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	597	574	1185	1464	635	1286
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	0.38	0.25	0.38	0.08	0.20	0.96

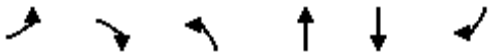
Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	212	131	422	111	115	1149
Future Volume (veh/h)	212	131	422	111	115	1149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2263	2263	1919	1949	1909	1879
Adj Flow Rate, veh/h	228	141	454	119	124	1235
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	294	332	1340	1379	647	1462
Arrive On Green	0.14	0.14	0.70	0.70	0.04	0.78
Sat Flow, veh/h	2156	1918	1919	1651	1818	1879
Grp Volume(v), veh/h	228	141	454	119	124	1235
Grp Sat Flow(s),veh/h/ln	2156	1918	1919	1651	1818	1879
Q Serve(g_s), s	11.9	7.7	10.9	1.5	2.1	49.7
Cycle Q Clear(g_c), s	11.9	7.7	10.9	1.5	2.1	49.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	294	332	1340	1379	647	1462
V/C Ratio(X)	0.78	0.42	0.34	0.09	0.19	0.84
Avail Cap(c_a), veh/h	719	710	1340	1379	767	1462
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	48.8	43.2	7.0	1.7	4.7	8.4
Incr Delay (d2), s/veh	4.4	0.9	0.7	0.1	0.1	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	3.7	3.7	0.8	0.6	15.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.2	44.0	7.6	1.8	4.8	14.5
LnGrp LOS	D	D	A	A	A	B
Approach Vol, veh/h	369		573			1359
Approach Delay, s/veh	49.7		6.4			13.7
Approach LOS	D		A			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.3	86.7			96.0	21.0
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	12.0	74.0			91.0	39.0
Max Q Clear Time (g_c+I1), s	4.1	12.9			51.7	13.9
Green Ext Time (p_c), s	0.3	2.9			13.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	542	1358	1
Future Volume (vph)	1	1	2	542	1358	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	1845	0
Flt Permitted	0.976			0.955		
Satd. Flow (perm)	1686	0	0	1727	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			417	414	
Travel Time (s)	8.0			5.2	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	1	1	2	583	1460	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	585	1461	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
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			
Detector Phase	4		2	2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.02			0.41	0.96	
Control Delay	34.5			3.1	24.2	
Queue Delay	0.0			0.0	2.6	
Total Delay	34.5			3.1	26.8	
Queue Length 50th (ft)	1			59	471	
Queue Length 95th (ft)	8			94	#1096	
Internal Link Dist (ft)	273			337	334	
Turn Bay Length (ft)						
Base Capacity (vph)	301			1423	1520	
Starvation Cap Reductn	0			0	30	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.41	0.98	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	

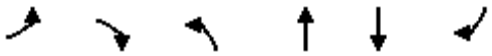
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	2	585	1461
v/c Ratio	0.02	0.41	0.96
Control Delay	34.5	3.1	24.2
Queue Delay	0.0	0.0	2.6
Total Delay	34.5	3.1	26.8
Queue Length 50th (ft)	1	59	471
Queue Length 95th (ft)	8	94	#1096
Internal Link Dist (ft)	273	337	334
Turn Bay Length (ft)			
Base Capacity (vph)	301	1423	1520
Starvation Cap Reductn	0	0	30
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.41	0.98

Intersection Summary

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	2	542	1358	1
Future Volume (veh/h)	1	1	2	542	1358	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1817	1817	1919	1919
Adj Flow Rate, veh/h	1	1	2	583	1460	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	31	31	48	1480	1565	1
Arrive On Green	0.05	0.05	0.82	0.82	0.82	0.82
Sat Flow, veh/h	588	588	1	1813	1917	1
Grp Volume(v), veh/h	3	0	585	0	0	1461
Grp Sat Flow(s),veh/h/ln	1765	0	1814	0	0	1918
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	44.7
Cycle Q Clear(g_c), s	0.1	0.0	6.6	0.0	0.0	44.7
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	92	0	1528	0	0	1567
V/C Ratio(X)	0.03	0.00	0.38	0.00	0.00	0.93
Avail Cap(c_a), veh/h	370	0	1802	0	0	1860
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	34.3	0.0	1.9	0.0	0.0	5.4
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.0	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.5	0.0	2.1	0.0	0.0	13.7
LnGrp LOS	C	A	A	A	A	B
Approach Vol, veh/h	3			585	1461	
Approach Delay, s/veh	34.5			2.1	13.7	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		67.3		9.0		67.3
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		8.6		2.1		46.7
Green Ext Time (p_c), s		3.2		0.0		15.6

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

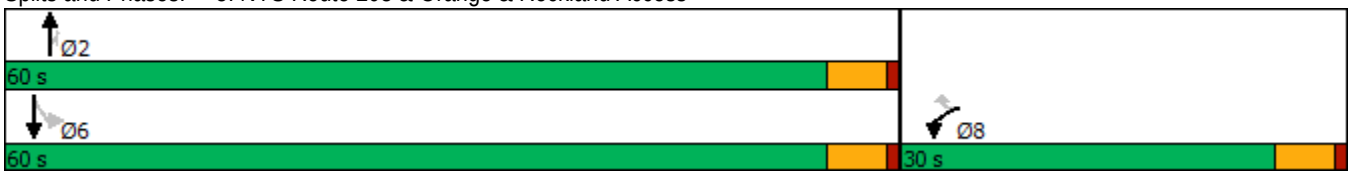
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	15	453	27	15	1150
Future Volume (vph)	24	15	453	27	15	1150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	100		150	120	
Storage Lanes	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)	1739	1373	1790	1319	1519	1845
Flt Permitted	0.950				0.483	
Satd. Flow (perm)	1739	1373	1790	1319	772	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16		29		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	16	487	29	16	1237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	16	487	29	16	1237
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	
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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	25.0	25.0	55.0	55.0	55.0	55.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
v/c Ratio	0.16	0.11	0.32	0.03	0.02	0.78
Control Delay	32.3	16.7	2.8	1.0	2.3	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	16.7	2.8	1.0	2.3	10.6
Queue Length 50th (ft)	11	0	50	0	1	277
Queue Length 95th (ft)	33	17	91	5	5	#757
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	592	478	1532	1133	661	1579
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	0.04	0.03	0.32	0.03	0.02	0.78

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

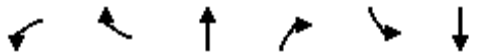
Splits and Phases: 5: NYS Route 208 & Orange & Rockland Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	16	487	29	16	1237
v/c Ratio	0.16	0.11	0.32	0.03	0.02	0.78
Control Delay	32.3	16.7	2.8	1.0	2.3	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	16.7	2.8	1.0	2.3	10.6
Queue Length 50th (ft)	11	0	50	0	1	277
Queue Length 95th (ft)	33	17	91	5	5	#757
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	592	478	1532	1133	661	1579
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	0.04	0.03	0.32	0.03	0.02	0.78

Intersection Summary

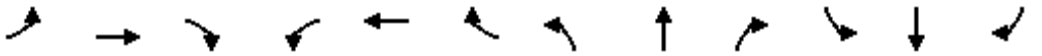
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	15	453	27	15	1150
Future Volume (veh/h)	24	15	453	27	15	1150
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1827	1757	1746	1509	1678	1919
Adj Flow Rate, veh/h	26	16	487	29	16	1237
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	20	20	4	20	20	4
Cap, veh/h	56	48	1430	1047	702	1571
Arrive On Green	0.03	0.03	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1740	1489	1746	1279	794	1919
Grp Volume(v), veh/h	26	16	487	29	16	1237
Grp Sat Flow(s),veh/h/ln	1740	1489	1746	1279	794	1919
Q Serve(g_s), s	1.0	0.7	4.7	0.3	0.3	22.1
Cycle Q Clear(g_c), s	1.0	0.7	4.7	0.3	5.1	22.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	56	48	1430	1047	702	1571
V/C Ratio(X)	0.46	0.33	0.34	0.03	0.02	0.79
Avail Cap(c_a), veh/h	648	554	1430	1047	702	1571
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	31.9	31.8	1.5	1.1	2.2	3.1
Incr Delay (d2), s/veh	5.8	4.0	0.6	0.0	0.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.3	0.0	0.0	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.7	35.8	2.2	1.2	2.2	7.2
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	42		516			1253
Approach Delay, s/veh	37.0		2.1			7.1
Approach LOS	D		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		60.0			60.0	7.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		55.0			55.0	25.0
Max Q Clear Time (g_c+I1), s		6.7			24.1	3.0
Green Ext Time (p_c), s		2.6			11.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	6	20	133	28	155	59	283	351	173	940	32
Future Volume (vph)	16	6	20	133	28	155	59	283	351	173	940	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1854	1607	1743	1672	0
Flt Permitted		0.965		0.950			0.053			0.520		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	100	1854	1607	954	1672	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			180			387		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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%	4%	2%
Adj. Flow (vph)	19	7	23	155	33	180	69	329	408	201	1093	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	23	155	33	180	69	329	408	201	1130	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			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	18.0	18.0		12.0	101.0		12.0	101.0	
Total Split (%)	12.7%	12.7%	12.7%	12.0%	12.0%		8.0%	67.3%		8.0%	67.3%	
Maximum Green (s)	13.0	13.0	13.0	12.0	12.0		6.0	95.0		6.0	95.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		4.0	6.0		4.0	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	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.32	0.13	0.70	0.16	0.11	0.42	0.27	0.25	0.27	1.00	
Control Delay		78.9	1.6	80.0	62.3	0.1	20.0	25.7	0.3	6.9	54.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	
Total Delay		78.9	1.6	80.0	62.3	0.1	20.0	25.7	0.3	6.9	68.5	
Queue Length 50th (ft)		25	0	146	29	0	40	291	0	55	~1219	
Queue Length 95th (ft)		56	0	#230	63	0	m39	367	0	78	#1373	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		155	236	222	208	1599	163	1213	1607	742	1125	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	48	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.17	0.10	0.70	0.16	0.11	0.42	0.27	0.25	0.27	1.05	

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: 120
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

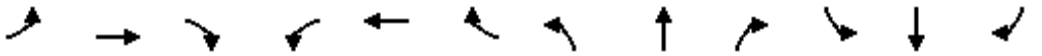
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	23	155	33	180	69	329	408	201	1130
v/c Ratio	0.32	0.13	0.70	0.16	0.11	0.42	0.27	0.25	0.27	1.00
Control Delay	78.9	1.6	80.0	62.3	0.1	20.0	25.7	0.3	6.9	54.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
Total Delay	78.9	1.6	80.0	62.3	0.1	20.0	25.7	0.3	6.9	68.5
Queue Length 50th (ft)	25	0	146	29	0	40	291	0	55	~1219
Queue Length 95th (ft)	56	0	#230	63	0	m39	367	0	78	#1373
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100	125		300	150	
Base Capacity (vph)	155	236	222	208	1599	163	1213	1607	742	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	48
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.70	0.16	0.11	0.42	0.27	0.25	0.27	1.05

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	20	133	28	155	59	283	351	173	940	32
Future Volume (veh/h)	16	6	20	133	28	155	59	283	351	173	940	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1988	1958	1988	1817	1788	1788
Adj Flow Rate, veh/h	19	7	23	155	33	0	69	329	0	201	1093	37
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	4	4
Cap, veh/h	32	12	39	173	156		146	1240		725	1114	38
Arrive On Green	0.04	0.02	0.02	0.09	0.08	0.00	0.04	0.63	0.00	0.05	0.65	0.65
Sat Flow, veh/h	1319	486	1585	1856	1949	1651	1893	1958	1685	1731	1719	58
Grp Volume(v), veh/h	26	0	23	155	33	0	69	329	0	201	0	1130
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1856	1949	1651	1893	1958	1685	1731	0	1777
Q Serve(g_s), s	2.1	0.0	2.2	12.4	2.4	0.0	1.8	11.1	0.0	5.9	0.0	92.1
Cycle Q Clear(g_c), s	2.1	0.0	2.2	12.4	2.4	0.0	1.8	11.1	0.0	5.9	0.0	92.1
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	44	0	39	173	156		146	1240		725	0	1152
V/C Ratio(X)	0.59	0.00	0.59	0.89	0.21		0.47	0.27		0.28	0.00	0.98
Avail Cap(c_a), veh/h	156	0	137	173	156		174	1240		725	0	1152
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	0.00	0.67	0.67	0.00	0.55	0.00	0.55
Uniform Delay (d), s/veh	71.7	0.0	72.4	67.3	64.6	0.0	37.8	12.1	0.0	8.1	0.0	25.5
Incr Delay (d2), s/veh	4.6	0.0	5.3	39.1	0.2	0.0	1.6	0.4	0.0	0.1	0.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	7.8	1.2	0.0	1.6	4.6	0.0	1.9	0.0	38.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	0.0	77.8	106.3	64.8	0.0	39.4	12.5	0.0	8.2	0.0	41.1
LnGrp LOS	E	A	E	F	E		D	B		A	A	D
Approach Vol, veh/h		49			188	A		398	A		1331	
Approach Delay, s/veh		77.0			99.1			17.1			36.2	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	101.0		9.7	9.8	103.2		18.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	95.0		13.0	6.0	95.0		12.0				
Max Q Clear Time (g_c+I1), s	7.9	13.1		4.2	3.8	94.1		14.4				
Green Ext Time (p_c), s	0.0	1.5		0.1	0.0	0.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		39.4	
HCM 6th LOS		D	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

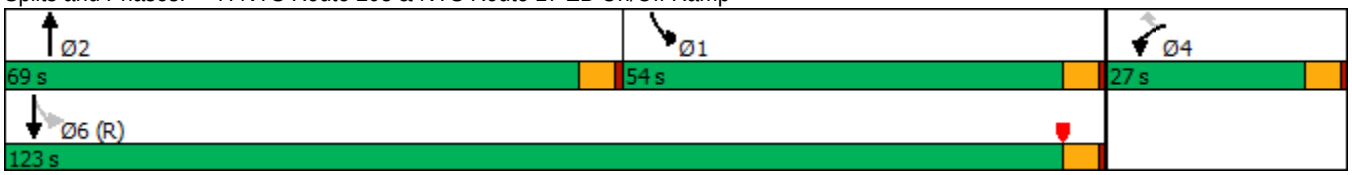
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	111	600	348	582	528
Future Volume (vph)	88	111	600	348	582	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	200	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1778	1591	1818	1575	1753	1881
Flt Permitted	0.950				0.218	
Satd. Flow (perm)	1778	1591	1818	1575	402	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		119		264		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	95	119	645	374	626	568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	119	645	374	626	568
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	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	Perm	NA	Free	pm+pt	NA

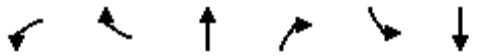
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases		4		Free	6	
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	2.0	2.0	2.0		2.0	5.0
Minimum Split (s)	8.5	8.5	9.5		9.5	21.5
Total Split (s)	27.0	27.0	69.0		54.0	123.0
Total Split (%)	18.0%	18.0%	46.0%		36.0%	82.0%
Maximum Green (s)	22.0	22.0	64.0		49.0	118.0
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		-1.5	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.5	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0		2.0	0.2
Recall Mode	None	None	Max		None	C-Max
v/c Ratio	0.64	0.49	0.72	0.24	0.78	0.36
Control Delay	85.3	17.1	36.9	0.4	28.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	17.1	36.9	0.4	28.3	4.7
Queue Length 50th (ft)	92	0	489	0	215	153
Queue Length 95th (ft)	151	61	694	0	m236	m209
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	260	334	890	1575	800	1598
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	0.37	0.36	0.72	0.24	0.78	0.36

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 117 (78%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp

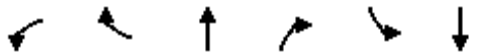




Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	119	645	374	626	568
v/c Ratio	0.64	0.49	0.72	0.24	0.78	0.36
Control Delay	85.3	17.1	36.9	0.4	28.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	17.1	36.9	0.4	28.3	4.7
Queue Length 50th (ft)	92	0	489	0	215	153
Queue Length 95th (ft)	151	61	694	0	m236	m209
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	260	334	890	1575	800	1598
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	0.37	0.36	0.72	0.24	0.78	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	111	600	348	582	528
Future Volume (veh/h)	88	111	600	348	582	528
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1909	1909	1835	1864	1919	1949
Adj Flow Rate, veh/h	95	0	645	0	626	568
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	4	2
Cap, veh/h	118		783		746	1533
Arrive On Green	0.06	0.00	0.43	0.00	0.56	1.00
Sat Flow, veh/h	1818	1618	1835	1580	1827	1949
Grp Volume(v), veh/h	95	0	645	0	626	568
Grp Sat Flow(s),veh/h/ln	1818	1618	1835	1580	1827	1949
Q Serve(g_s), s	7.7	0.0	46.6	0.0	27.5	0.0
Cycle Q Clear(g_c), s	7.7	0.0	46.6	0.0	27.5	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118		783		746	1533
V/C Ratio(X)	0.81		0.82		0.84	0.37
Avail Cap(c_a), veh/h	267		783		746	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.20	0.20
Uniform Delay (d), s/veh	69.2	0.0	38.0	0.0	23.9	0.0
Incr Delay (d2), s/veh	4.8	0.0	9.6	0.0	1.7	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	3.8	0.0	21.8	0.0	10.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.1	0.0	47.6	0.0	25.7	0.1
LnGrp LOS	E		D		C	A
Approach Vol, veh/h	95	A	645	A		1194
Approach Delay, s/veh	74.1		47.6			13.5
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	54.0	69.0		14.7		123.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	49.0	64.0		22.0		118.0
Max Q Clear Time (g_c+I1), s	29.5	48.6		9.7		2.0
Green Ext Time (p_c), s	1.8	1.7		0.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	41	479	1230	8	8	123
Future Volume (vph)	41	479	1230	8	8	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.874	
Flt Protected		0.996			0.997	
Satd. Flow (prot)	0	1692	1695	0	1821	0
Flt Permitted		0.996			0.997	
Satd. Flow (perm)	0	1692	1695	0	1821	0
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%	4%	2%	2%	2%
Adj. Flow (vph)	44	515	1323	9	9	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	559	1332	0	141	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	7.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	41	479	1230	8	8	123
Future Vol, veh/h	41	479	1230	8	8	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	44	515	1323	9	9	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1332	0	-	0	1931	1328
Stage 1	-	-	-	-	1328	-
Stage 2	-	-	-	-	603	-
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	518	-	-	-	59	176
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	511	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	518	-	-	-	52	176
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	511	-

Approach	NB	SB	SE
HCM Control Delay, s	1	0	109.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	518	-	154	-	-
HCM Lane V/C Ratio	0.085	-	0.915	-	-
HCM Control Delay (s)	12.6	0	109.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.3	-	6.5	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	255	131	451	129	115	1220
Future Volume (vph)	255	131	451	129	115	1220
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	0.954		0.970			
Flt Protected	0.968					0.996
Satd. Flow (prot)	1746	0	1798	0	0	1832
Flt Permitted	0.968					0.996
Satd. Flow (perm)	1746	0	1798	0	0	1832
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	274	141	485	139	124	1312
Shared Lane Traffic (%)						
Lane Group Flow (vph)	415	0	624	0	0	1436
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	
Int Delay, s/veh	174.2

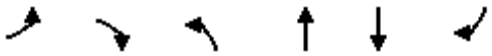
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	255	131	451	129	115	1220
Future Vol, veh/h	255	131	451	129	115	1220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-10	-	-2	-	-	-1
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	274	141	485	139	124	1312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2115	555	0	0	624	0
Stage 1	555	-	-	-	-	-
Stage 2	1560	-	-	-	-	-
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	~ 180	620	-	-	957	-
Stage 1	783	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 94	620	-	-	957	-
Mov Cap-2 Maneuver	~ 94	-	-	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1035.7	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	957	-
HCM Lane V/C Ratio	-	-	3.144	0.129	-
HCM Control Delay (s)	-	-	$ 1035.7	9.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	39.3	0.4	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	598	1473	1
Future Volume (vph)	1	1	2	598	1473	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	1845	0
Flt Permitted	0.976					
Satd. Flow (perm)	1686	0	0	1809	1845	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			417	414	
Travel Time (s)	8.0			5.2	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	1	1	2	643	1584	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	645	1585	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

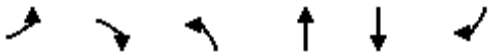
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	598	1473	1
Future Vol, veh/h	1	1	2	598	1473	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	1	1	2	643	1584	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2232	1585	1585	0	-	0
Stage 1	1585	-	-	-	-	-
Stage 2	647	-	-	-	-	-
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	42	128	414	-	-	-
Stage 1	169	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	128	414	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	64.2	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	414	-	63	-	-
HCM Lane V/C Ratio	0.005	-	0.034	-	-
HCM Control Delay (s)	13.7	0	64.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	140	78	168	444	1152	248
Future Volume (vph)	140	78	168	444	1152	248
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	0.952				0.976	
Flt Protected	0.969			0.986		
Satd. Flow (prot)	1644	0	0	1742	1764	0
Flt Permitted	0.969			0.986		
Satd. Flow (perm)	1644	0	0	1742	1764	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	338			832	457	
Travel Time (s)	7.7			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%	4%	2%
Adj. Flow (vph)	152	85	183	483	1252	270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	0	666	1522	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	464.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	140	78	168	444	1152	248
Future Vol, veh/h	140	78	168	444	1152	248
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	152	85	183	483	1252	270

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2236	1387	1522	0	-	0
Stage 1	1387	-	-	-	-	-
Stage 2	849	-	-	-	-	-
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	~ 36	162	438	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 15	162	438	-	-	-
Mov Cap-2 Maneuver	~ 15	-	-	-	-	-
Stage 1	~ 85	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 4739	5.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	438	-	22	-	-
HCM Lane V/C Ratio	0.417	-	10.771	-	-
HCM Control Delay (s)	19	0	$ 4739	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	2	-	29.8	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	15	596	27	15	1208
Future Volume (vph)	24	15	596	27	15	1208
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	0.949			0.850		
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1685	0	1790	1319	1519	1845
Flt Permitted	0.970				0.950	
Satd. Flow (perm)	1685	0	1790	1319	1519	1845
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	16	641	29	16	1299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	641	29	16	1299
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

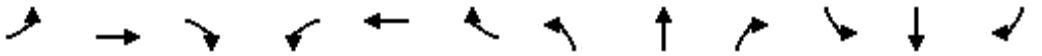
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	15	596	27	15	1208
Future Vol, veh/h	24	15	596	27	15	1208
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	93	93	93	93	93	93
Heavy Vehicles, %	20	20	4	20	20	4
Mvmt Flow	26	16	641	29	16	1299

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1972	641	0	0	670	0
Stage 1	641	-	-	-	-	-
Stage 2	1331	-	-	-	-	-
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	95	477	-	-	841	-
Stage 1	567	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	93	477	-	-	841	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.3	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	135	841	-
HCM Lane V/C Ratio	-	-	0.311	0.019	-
HCM Control Delay (s)	-	-	43.3	9.4	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-



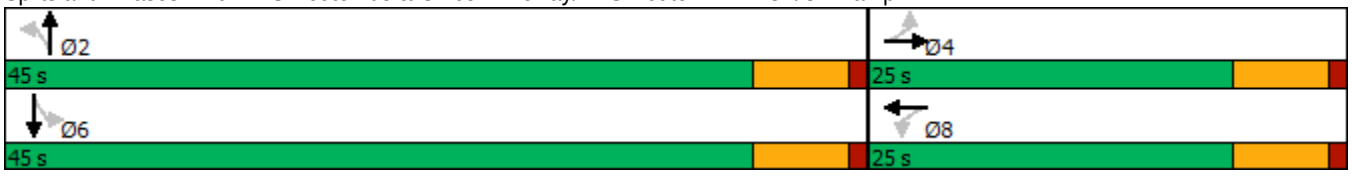
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	6	20	133	28	212	59	369	351	196	974	32
Future Volume (vph)	16	6	20	133	28	212	59	369	351	196	974	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.937				0.850			0.850		0.996	
Flt Protected		0.981			0.960			0.993			0.992	
Satd. Flow (prot)	0	1712	0	0	1806	1599	0	1846	1607	0	1666	0
Flt Permitted		0.830			0.730			0.735			0.751	
Satd. Flow (perm)	0	1449	0	0	1373	1599	0	1367	1607	0	1261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				247			408		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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%	4%	2%
Adj. Flow (vph)	19	7	23	155	33	247	69	429	408	228	1133	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	188	247	0	498	408	0	1398	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

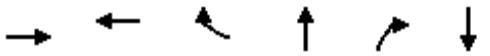
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.16			0.68	0.15		0.60	0.25		1.81	
Control Delay		14.2			36.6	0.2		12.5	0.4		389.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.2			36.6	0.2		12.5	0.4		389.2	
Queue Length 50th (ft)		8			68	0		104	0		~862	
Queue Length 95th (ft)		30			121	0		218	0		#1152	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		447			408	1599		835	1607		771	
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		0.11			0.46	0.15		0.60	0.25		1.81	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 64.1	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



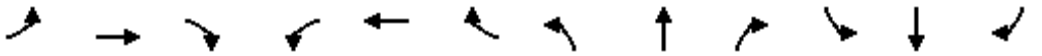


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	49	188	247	498	408	1398
v/c Ratio	0.16	0.68	0.15	0.60	0.25	1.81
Control Delay	14.2	36.6	0.2	12.5	0.4	389.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	36.6	0.2	12.5	0.4	389.2
Queue Length 50th (ft)	8	68	0	104	0	~862
Queue Length 95th (ft)	30	121	0	218	0	#1152
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	447	408	1599	835	1607	771
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	0.11	0.46	0.15	0.60	0.25	1.81

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	20	133	28	212	59	369	351	196	974	32
Future Volume (veh/h)	16	6	20	133	28	212	59	369	351	196	974	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1788	1788	1788
Adj Flow Rate, veh/h	19	7	23	155	33	0	69	429	0	228	1133	37
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	4	4	2	4	4	4
Cap, veh/h	153	62	117	299	40		152	887		223	851	27
Arrive On Green	0.18	0.15	0.15	0.18	0.15	0.00	0.69	0.65	0.00	0.69	0.65	0.65
Sat Flow, veh/h	472	422	791	1283	273	1651	128	1360	1685	234	1305	42
Grp Volume(v), veh/h	49	0	0	188	0	0	498	0	0	1398	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1556	0	1651	1488	0	1685	1581	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	34.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	6.6	0.0	0.0	6.9	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.39		0.47	0.82		1.00	0.14		1.00	0.16		0.03
Lane Grp Cap(c), veh/h	388	0	0	391	0		1088	0		1154	0	0
V/C Ratio(X)	0.13	0.00	0.00	0.48	0.00		0.46	0.00		1.21	0.00	0.00
Avail Cap(c_a), veh/h	648	0	0	648	0		1088	0		1154	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	22.0	0.0	0.0	23.6	0.0	0.0	4.8	0.0	0.0	11.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	1.4	0.0	0.0	103.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	2.2	0.0	0.0	1.2	0.0	0.0	37.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	0.0	0.0	24.0	0.0	0.0	6.1	0.0	0.0	115.0	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		F	A	A
Approach Vol, veh/h		49			188	A		498	A		1398	
Approach Delay, s/veh		22.1			24.0			6.1			115.0	
Approach LOS		C			C			A			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		14.8		45.0		14.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		3.5		0.0		8.6				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			79.4									
HCM 6th LOS			E									

Notes

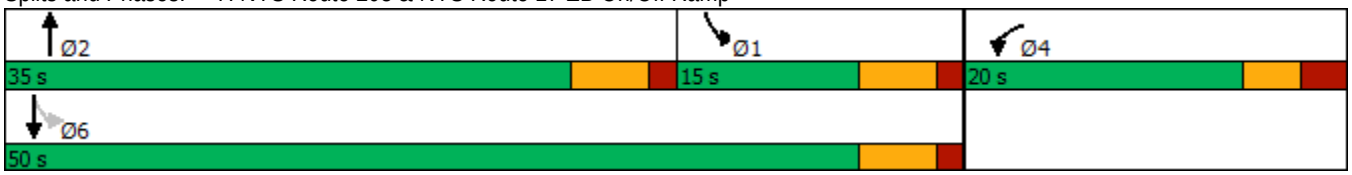
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

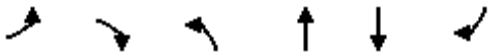
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	153	643	348	605	539
Future Volume (vph)	88	153	643	348	605	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914			0.850		
Flt Protected	0.982					0.974
Satd. Flow (prot)	1680	0	1818	1575	0	1814
Flt Permitted	0.982					0.428
Satd. Flow (perm)	1680	0	1818	1575	0	797
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	113			374		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	95	165	691	374	651	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	260	0	691	374	0	1231
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.0		44.6	65.7		44.6
Actuated g/C Ratio	0.15		0.68	1.00		0.68
v/c Ratio	0.74		0.56	0.24		2.28
Control Delay	28.0		8.4	0.4		596.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.0		8.4	0.4		596.6
LOS	C		A	A		F
Approach Delay	28.0		5.6			596.6
Approach LOS	C		A			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.7			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.28			
Intersection Signal Delay: 292.5		Intersection LOS: F	
Intersection Capacity Utilization 123.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	0	590	1376	98
Future Volume (vph)	0	15	0	590	1376	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.991	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1873	1804	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1873	1804	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	387			160	417	
Travel Time (s)	8.8			2.0	5.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	16	0	634	1480	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	634	1585	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

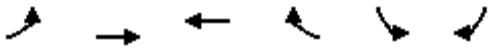
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	590	1376	98
Future Vol, veh/h	0	15	0	590	1376	98
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	16	0	634	1480	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1533	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	143	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	143	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

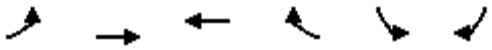
Approach	EB	NB	SB
HCM Control Delay, s	33.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	143	-	-
HCM Lane V/C Ratio	-	0.113	-	-
HCM Control Delay (s)	-	33.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	218	253	155	0	0
Future Volume (vph)	0	218	253	155	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.949			
Flt Protected						
Satd. Flow (prot)	0	1825	1821	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1825	1821	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		337	338		348	
Travel Time (s)		7.7	7.7		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	237	275	168	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	237	443	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	104	220	41	114	14
Future Volume (vph)	29	104	220	41	114	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.985	
Flt Protected		0.989			0.957	
Satd. Flow (prot)	0	1851	1860	0	1756	0
Flt Permitted		0.989			0.957	
Satd. Flow (perm)	0	1851	1860	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		259	337		390	
Travel Time (s)		5.9	7.7		8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	113	239	45	124	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	145	284	0	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	104	220	41	114	14
Future Vol, veh/h	29	104	220	41	114	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	113	239	45	124	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	439	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1278	-	-	-	575	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1278	-	-	-	559	777
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	577
HCM Lane V/C Ratio	0.025	-	-	-	0.241
HCM Control Delay (s)	7.9	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	41	479	1230	8	8	123
Future Volume (vph)	41	479	1230	8	8	123
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			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1695	0	1635	1463
Flt Permitted	0.069				0.950	
Satd. Flow (perm)	119	1697	1695	0	1635	1463
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			96
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%	4%	2%	2%	2%
Adj. Flow (vph)	44	515	1323	9	9	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	515	1332	0	9	132
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.47	0.38	1.00		0.06	0.61
Control Delay	25.2	4.0	35.3		34.1	25.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	25.2	4.0	35.3		34.1	25.0
Queue Length 50th (ft)	5	55	460		4	18
Queue Length 95th (ft)	#68	131	#1072		18	70
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	94	1339	1337		297	345
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	0.47	0.38	1.00		0.03	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 82.5	
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: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	44	515	1332	9	132
v/c Ratio	0.47	0.38	1.00	0.06	0.61
Control Delay	25.2	4.0	35.3	34.1	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	4.0	35.3	34.1	25.0
Queue Length 50th (ft)	5	55	460	4	18
Queue Length 95th (ft)	#68	131	#1072	18	70
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	94	1339	1337	297	345
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	0.47	0.38	1.00	0.03	0.38

Intersection Summary

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

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	41	479	1230	8	8	123
Future Volume (veh/h)	41	479	1230	8	8	123
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1864	1835	1835	1835	1847	1847
Adj Flow Rate, veh/h	44	515	1323	9	9	132
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	4	4	2	2
Cap, veh/h	151	1406	1395	9	186	165
Arrive On Green	0.77	0.77	0.77	0.77	0.11	0.11
Sat Flow, veh/h	410	1835	1820	12	1759	1565
Grp Volume(v), veh/h	44	515	0	1332	9	132
Grp Sat Flow(s),veh/h/ln	410	1835	0	1833	1759	1565
Q Serve(g_s), s	8.0	7.1	0.0	48.5	0.4	6.4
Cycle Q Clear(g_c), s	56.6	7.1	0.0	48.5	0.4	6.4
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	151	1406	0	1404	186	165
V/C Ratio(X)	0.29	0.37	0.00	0.95	0.05	0.80
Avail Cap(c_a), veh/h	179	1527	0	1526	338	301
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	32.0	3.0	0.0	7.8	31.4	34.1
Incr Delay (d2), s/veh	0.4	0.1	0.0	11.9	0.0	3.3
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	1.1	0.0	12.1	0.2	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	3.0	0.0	19.7	31.4	37.5
LnGrp LOS	C	A	A	B	C	D
Approach Vol, veh/h		559	1332		141	
Approach Delay, s/veh		5.3	19.7		37.1	
Approach LOS		A	B		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		64.8		13.2		64.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		58.6		8.4		50.5
Green Ext Time (p_c), s		1.3		0.2		6.0

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	255	131	451	129	115	1220
Future Volume (vph)	255	131	451	129	115	1220
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	1714
Flt Permitted	0.950				0.384	
Satd. Flow (perm)	1858	1552	1845	1493	671	1714
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		141		139		
Link Speed (mph)	30		55			45
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			34.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%
Adj. Flow (vph)	274	141	485	139	124	1312
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	141	485	139	124	1312
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	74	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	34	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

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)	44.0	17.0	79.0	44.0	17.0	96.0
Total Split (%)	31.4%	12.1%	56.4%	31.4%	12.1%	68.6%
Maximum Green (s)	39.0	12.0	74.0	39.0	12.0	91.0
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	0.78	0.25	0.42	0.11	0.22	1.05
Control Delay	63.6	5.7	14.8	0.4	6.7	58.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	5.7	14.8	0.4	6.7	58.3
Queue Length 50th (ft)	212	0	186	0	26	~1148
Queue Length 95th (ft)	309	44	336	9	58	#1588
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	581	601	1147	1440	585	1251
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.42	0.10	0.21	1.05

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 124.9
Natural Cycle: 100
Control Type: Semi Act-Uncoord

~ 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: 2: NYS Route 208 & Mountain Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	274	141	485	139	124	1312
v/c Ratio	0.78	0.25	0.42	0.11	0.22	1.05
Control Delay	63.6	5.7	14.8	0.4	6.7	58.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	5.7	14.8	0.4	6.7	58.3
Queue Length 50th (ft)	212	0	186	0	26	~1148
Queue Length 95th (ft)	309	44	336	9	58	#1588
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	581	601	1147	1440	585	1251
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.42	0.10	0.21	1.05

Intersection Summary

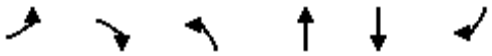
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	255	131	451	129	115	1220
Future Volume (veh/h)	255	131	451	129	115	1220
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2263	2263	1919	1949	1909	1879
Adj Flow Rate, veh/h	274	141	485	139	124	1312
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	2	4
Cap, veh/h	340	375	1303	1383	595	1426
Arrive On Green	0.16	0.16	0.68	0.68	0.04	0.76
Sat Flow, veh/h	2156	1918	1919	1651	1818	1879
Grp Volume(v), veh/h	274	141	485	139	124	1312
Grp Sat Flow(s),veh/h/ln	2156	1918	1919	1651	1818	1879
Q Serve(g_s), s	14.7	7.7	13.0	1.8	2.3	66.9
Cycle Q Clear(g_c), s	14.7	7.7	13.0	1.8	2.3	66.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	340	375	1303	1383	595	1426
V/C Ratio(X)	0.80	0.38	0.37	0.10	0.21	0.92
Avail Cap(c_a), veh/h	701	696	1303	1383	709	1426
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	48.7	41.9	8.3	1.7	5.7	11.6
Incr Delay (d2), s/veh	4.5	0.6	0.8	0.1	0.2	11.1
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	3.7	4.6	1.1	0.7	23.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.2	42.5	9.1	1.9	5.8	22.7
LnGrp LOS	D	D	A	A	A	C
Approach Vol, veh/h	415		624			1436
Approach Delay, s/veh	49.6		7.5			21.2
Approach LOS	D		A			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.5	86.5			96.0	23.9
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	12.0	74.0			91.0	39.0
Max Q Clear Time (g_c+I1), s	4.3	15.0			68.9	16.7
Green Ext Time (p_c), s	0.2	3.2			11.5	2.2

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	598	1473	1
Future Volume (vph)	1	1	2	598	1473	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	1845	0
Flt Permitted	0.976			0.810		
Satd. Flow (perm)	1686	0	0	1465	1845	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			417	414	
Travel Time (s)	8.0			5.2	5.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	1	1	2	643	1584	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	645	1585	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
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			
Detector Phase	4		2	2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.02			0.53	1.04	
Control Delay	34.5			4.4	45.9	
Queue Delay	0.0			0.0	4.7	
Total Delay	34.5			4.4	50.6	
Queue Length 50th (ft)	1			77	~979	
Queue Length 95th (ft)	8			132	#1248	
Internal Link Dist (ft)	273			337	334	
Turn Bay Length (ft)						
Base Capacity (vph)	301			1207	1520	
Starvation Cap Reductn	0			0	18	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.01			0.53	1.06	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 89.8	
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.

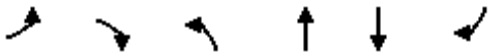
Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	2	645	1585
v/c Ratio	0.02	0.53	1.04
Control Delay	34.5	4.4	45.9
Queue Delay	0.0	0.0	4.7
Total Delay	34.5	4.4	50.6
Queue Length 50th (ft)	1	77	~979
Queue Length 95th (ft)	8	132	#1248
Internal Link Dist (ft)	273	337	334
Turn Bay Length (ft)			
Base Capacity (vph)	301	1207	1520
Starvation Cap Reductn	0	0	18
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.01	0.53	1.06

Intersection Summary

~ 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.



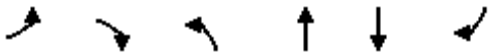
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	2	598	1473	1
Future Volume (veh/h)	1	1	2	598	1473	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1817	1817	1919	1919
Adj Flow Rate, veh/h	1	1	2	643	1584	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	4	4	4	4
Cap, veh/h	27	27	42	1438	1610	1
Arrive On Green	0.05	0.05	0.84	0.84	0.84	0.84
Sat Flow, veh/h	588	588	1	1713	1917	1
Grp Volume(v), veh/h	3	0	645	0	0	1585
Grp Sat Flow(s),veh/h/ln	1765	0	1714	0	0	1918
Q Serve(g_s), s	0.1	0.0	2.3	0.0	0.0	66.6
Cycle Q Clear(g_c), s	0.1	0.0	68.8	0.0	0.0	66.6
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	81	0	1480	0	0	1611
V/C Ratio(X)	0.04	0.00	0.44	0.00	0.00	0.98
Avail Cap(c_a), veh/h	323	0	1495	0	0	1626
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	39.8	0.0	1.9	0.0	0.0	6.5
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.0	0.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.0	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.0	0.0	2.1	0.0	0.0	25.0
LnGrp LOS	D	A	A	A	A	C
Approach Vol, veh/h	3			645	1585	
Approach Delay, s/veh	40.0			2.1	25.0	
Approach LOS	D			A	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.3		9.0		78.3
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		70.8		2.1		68.6
Green Ext Time (p_c), s		1.1		0.0		4.7

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



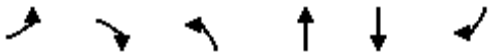
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	140	78	168	444	1152	248
Future Volume (vph)	140	78	168	444	1152	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	12
Grade (%)	2%			1%	-4%	
Storage Length (ft)	150	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1752	1567	1702	1757	1801	1615
Flt Permitted	0.950		0.040			
Satd. Flow (perm)	1752	1567	72	1757	1801	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		47				100
Link Speed (mph)	30			55	55	
Link Distance (ft)	338			832	457	
Travel Time (s)	7.7			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%	4%	2%
Adj. Flow (vph)	152	85	183	483	1252	270
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	85	183	483	1252	270
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.05	1.05	1.02	0.97
Turning Speed (mph)	15	9	15			9
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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	8.5	8.5	21.0	21.0	21.0
Total Split (s)	30.0	35.0	35.0	120.0	85.0	85.0
Total Split (%)	20.0%	23.3%	23.3%	80.0%	56.7%	56.7%
Maximum Green (s)	25.0	30.5	30.5	115.0	80.0	80.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	0.5	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	4.5	4.5	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.70	0.19	0.78	0.34	1.05	0.24
Control Delay	77.3	18.6	60.5	4.8	63.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	18.6	60.5	4.8	63.6	7.6
Queue Length 50th (ft)	138	27	117	101	~1257	55
Queue Length 95th (ft)	215	64	204	179	#1748	130
Internal Link Dist (ft)	258			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	307	613	406	1416	1198	1108
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	0.50	0.14	0.45	0.34	1.05	0.24

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 142.8
Natural Cycle: 130
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: 4: NYS Route 208 & Museum Village Rd

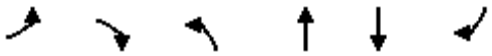


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	152	85	183	483	1252	270
v/c Ratio	0.70	0.19	0.78	0.34	1.05	0.24
Control Delay	77.3	18.6	60.5	4.8	63.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	18.6	60.5	4.8	63.6	7.6
Queue Length 50th (ft)	138	27	117	101	~1257	55
Queue Length 95th (ft)	215	64	204	179	#1748	130
Internal Link Dist (ft)	258			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	307	613	406	1416	1198	1108
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	0.50	0.14	0.45	0.34	1.05	0.24

Intersection Summary

~ 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.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	140	78	168	444	1152	248
Future Volume (veh/h)	140	78	168	444	1152	248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1847	1847	1864	1835	1997	2027
Adj Flow Rate, veh/h	152	85	183	483	1252	270
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	4	4	2
Cap, veh/h	185	230	238	1510	1496	1287
Arrive On Green	0.11	0.11	0.04	0.82	0.75	0.75
Sat Flow, veh/h	1759	1565	1776	1835	1997	1718
Grp Volume(v), veh/h	152	85	183	483	1252	270
Grp Sat Flow(s),veh/h/ln	1759	1565	1776	1835	1997	1718
Q Serve(g_s), s	11.8	6.8	3.1	8.8	58.9	6.5
Cycle Q Clear(g_c), s	11.8	6.8	3.1	8.8	58.9	6.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	185	230	238	1510	1496	1287
V/C Ratio(X)	0.82	0.37	0.77	0.32	0.84	0.21
Avail Cap(c_a), veh/h	315	346	551	1510	1496	1287
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	61.2	53.7	29.7	3.0	11.8	5.2
Incr Delay (d2), s/veh	8.7	1.0	5.2	0.6	5.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	6.2	5.0	2.1	21.6	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.9	54.7	34.9	3.5	17.5	5.6
LnGrp LOS	E	D	C	A	B	A
Approach Vol, veh/h	237			666	1522	
Approach Delay, s/veh	64.5			12.1	15.4	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		120.0		19.7	10.4	109.6
Change Period (Y+Rc), s		5.0		5.0	4.5	5.0
Max Green Setting (Gmax), s		115.0		25.0	30.5	80.0
Max Q Clear Time (g_c+I1), s		10.8		13.8	5.1	60.9
Green Ext Time (p_c), s		2.4		0.9	0.8	10.5

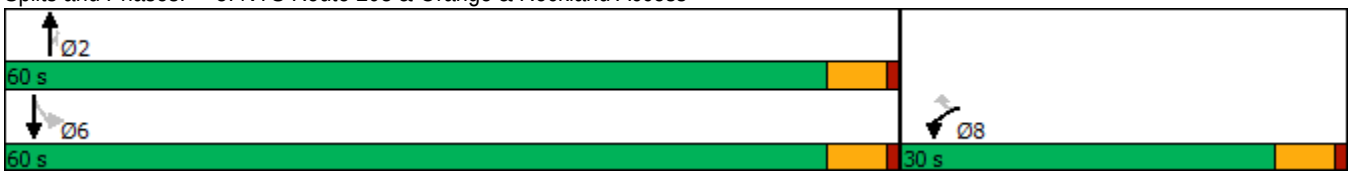
Intersection Summary		
HCM 6th Ctrl Delay		19.3
HCM 6th LOS		B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	15	596	27	15	1208
Future Volume (vph)	24	15	596	27	15	1208
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	100		150	120	
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)	1739	1373	1790	1319	1519	1845
Flt Permitted	0.950				0.401	
Satd. Flow (perm)	1739	1373	1790	1319	641	1845
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16		29		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	20%	20%	4%	20%	20%	4%
Adj. Flow (vph)	26	16	641	29	16	1299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	16	641	29	16	1299
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	
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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	25.0	25.0	55.0	55.0	55.0	55.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
v/c Ratio	0.16	0.11	0.42	0.03	0.03	0.82
Control Delay	32.3	16.7	3.4	1.0	2.4	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	16.7	3.4	1.0	2.4	12.6
Queue Length 50th (ft)	11	0	74	0	1	324
Queue Length 95th (ft)	33	17	136	5	5	#820
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	592	478	1532	1133	548	1579
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	0.04	0.03	0.42	0.03	0.03	0.82

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 73.4	
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: 5: NYS Route 208 & Orange & Rockland Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	16	641	29	16	1299
v/c Ratio	0.16	0.11	0.42	0.03	0.03	0.82
Control Delay	32.3	16.7	3.4	1.0	2.4	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	16.7	3.4	1.0	2.4	12.6
Queue Length 50th (ft)	11	0	74	0	1	324
Queue Length 95th (ft)	33	17	136	5	5	#820
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	592	478	1532	1133	548	1579
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	0.04	0.03	0.42	0.03	0.03	0.82

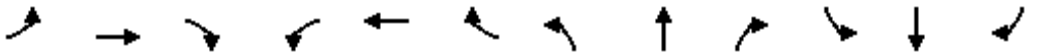
Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	15	596	27	15	1208
Future Volume (veh/h)	24	15	596	27	15	1208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1827	1757	1746	1509	1678	1919
Adj Flow Rate, veh/h	26	16	641	29	16	1299
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	20	20	4	20	20	4
Cap, veh/h	56	48	1430	1047	599	1571
Arrive On Green	0.03	0.03	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1740	1489	1746	1279	689	1919
Grp Volume(v), veh/h	26	16	641	29	16	1299
Grp Sat Flow(s),veh/h/ln	1740	1489	1746	1279	689	1919
Q Serve(g_s), s	1.0	0.7	7.1	0.3	0.5	25.5
Cycle Q Clear(g_c), s	1.0	0.7	7.1	0.3	7.5	25.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	56	48	1430	1047	599	1571
V/C Ratio(X)	0.46	0.33	0.45	0.03	0.03	0.83
Avail Cap(c_a), veh/h	648	554	1430	1047	599	1571
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	31.9	31.8	1.7	1.1	2.8	3.4
Incr Delay (d2), s/veh	5.8	4.0	1.0	0.0	0.1	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.4	0.0	0.0	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.7	35.8	2.8	1.2	2.9	8.6
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	42		670			1315
Approach Delay, s/veh	37.0		2.7			8.5
Approach LOS	D		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		60.0			60.0	7.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		55.0			55.0	25.0
Max Q Clear Time (g_c+I1), s		9.1			27.5	3.0
Green Ext Time (p_c), s		3.7			12.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	6	20	133	28	212	59	369	351	196	974	32
Future Volume (vph)	16	6	20	133	28	212	59	369	351	196	974	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.995	
Flt Protected		0.965		0.950			0.950			0.950		
Satd. Flow (prot)	0	1798	1583	1787	1881	1599	1796	1854	1607	1743	1672	0
Flt Permitted		0.965		0.950			0.040			0.450		
Satd. Flow (perm)	0	1798	1583	1787	1881	1599	76	1854	1607	826	1672	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			247			297		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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%	4%	2%
Adj. Flow (vph)	19	7	23	155	33	247	69	429	408	228	1133	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	23	155	33	247	69	429	408	228	1170	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			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	19.0	19.0	19.0	18.0	18.0		12.0	101.0		12.0	101.0	
Total Split (%)	12.7%	12.7%	12.7%	12.0%	12.0%		8.0%	67.3%		8.0%	67.3%	
Maximum Green (s)	13.0	13.0	13.0	12.0	12.0		6.0	95.0		6.0	95.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		6.0	6.0	4.0	6.0		4.0	6.0		4.0	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	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.32	0.13	0.70	0.16	0.15	0.47	0.35	0.25	0.35	1.04	
Control Delay		78.9	1.6	80.0	62.3	0.2	25.8	27.3	0.3	7.6	64.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9	
Total Delay		78.9	1.6	80.0	62.3	0.2	25.8	27.3	0.3	7.6	79.9	
Queue Length 50th (ft)		25	0	146	29	0	37	397	0	64	~1301	
Queue Length 95th (ft)		56	0	#230	63	0	m36	462	0	89	#1453	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		155	236	222	208	1599	147	1212	1607	656	1125	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	43	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.17	0.10	0.70	0.16	0.15	0.47	0.35	0.25	0.35	1.08	

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: 130
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

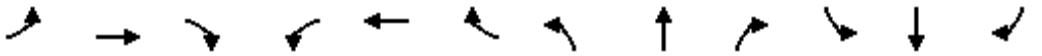
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	26	23	155	33	247	69	429	408	228	1170
v/c Ratio	0.32	0.13	0.70	0.16	0.15	0.47	0.35	0.25	0.35	1.04
Control Delay	78.9	1.6	80.0	62.3	0.2	25.8	27.3	0.3	7.6	64.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9
Total Delay	78.9	1.6	80.0	62.3	0.2	25.8	27.3	0.3	7.6	79.9
Queue Length 50th (ft)	25	0	146	29	0	37	397	0	64	~1301
Queue Length 95th (ft)	56	0	#230	63	0	m36	462	0	89	#1453
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100	125		300	150	
Base Capacity (vph)	155	236	222	208	1599	147	1212	1607	656	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	43
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.70	0.16	0.15	0.47	0.35	0.25	0.35	1.08

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	6	20	133	28	212	59	369	351	196	974	32
Future Volume (veh/h)	16	6	20	133	28	212	59	369	351	196	974	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1988	1958	1988	1817	1788	1788
Adj Flow Rate, veh/h	19	7	23	155	33	0	69	429	0	228	1133	37
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	4	4
Cap, veh/h	32	12	39	173	156		128	1240		647	1116	36
Arrive On Green	0.04	0.02	0.02	0.09	0.08	0.00	0.04	0.63	0.00	0.05	0.65	0.65
Sat Flow, veh/h	1319	486	1585	1856	1949	1651	1893	1958	1685	1731	1721	56
Grp Volume(v), veh/h	26	0	23	155	33	0	69	429	0	228	0	1170
Grp Sat Flow(s),veh/h/ln	1804	0	1585	1856	1949	1651	1893	1958	1685	1731	0	1778
Q Serve(g_s), s	2.1	0.0	2.2	12.4	2.4	0.0	1.8	15.4	0.0	6.8	0.0	97.2
Cycle Q Clear(g_c), s	2.1	0.0	2.2	12.4	2.4	0.0	1.8	15.4	0.0	6.8	0.0	97.2
Prop In Lane	0.73		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	44	0	39	173	156		128	1240		647	0	1152
V/C Ratio(X)	0.59	0.00	0.59	0.89	0.21		0.54	0.35		0.35	0.00	1.02
Avail Cap(c_a), veh/h	156	0	137	173	156		156	1240		647	0	1152
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	0.00	0.60	0.60	0.00	0.48	0.00	0.48
Uniform Delay (d), s/veh	71.7	0.0	72.4	67.3	64.6	0.0	39.0	12.9	0.0	8.8	0.0	26.4
Incr Delay (d2), s/veh	4.6	0.0	5.3	39.1	0.2	0.0	2.1	0.5	0.0	0.2	0.0	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	7.8	1.2	0.0	1.7	6.3	0.0	2.2	0.0	42.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	0.0	77.8	106.3	64.8	0.0	41.1	13.4	0.0	8.9	0.0	48.7
LnGrp LOS	E	A	E	F	E		D	B		A	A	F
Approach Vol, veh/h		49			188	A		498	A		1398	
Approach Delay, s/veh		77.0			99.1			17.2			42.2	
Approach LOS		E			F			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	101.0		9.7	9.8	103.2		18.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	95.0		13.0	6.0	95.0		12.0				
Max Q Clear Time (g_c+I1), s	8.8	17.4		4.2	3.8	99.2		14.4				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		42.2
HCM 6th LOS		D

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

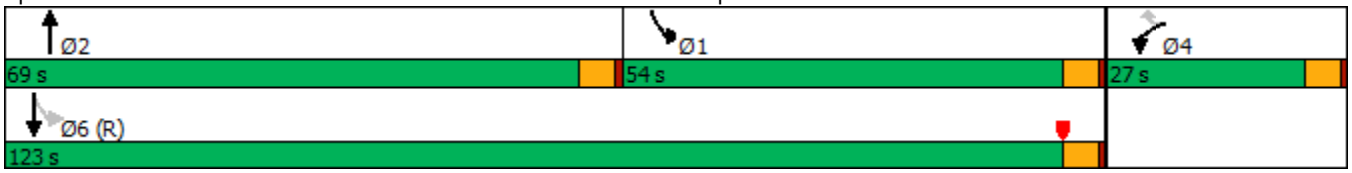
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	153	643	348	605	539
Future Volume (vph)	88	153	643	348	605	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	200	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1778	1591	1818	1575	1753	1881
Flt Permitted	0.950				0.184	
Satd. Flow (perm)	1778	1591	1818	1575	340	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		165		247		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	95	165	691	374	651	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	165	691	374	651	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	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	Perm	NA	Free	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	4		2		1	6
Permitted Phases		4		Free	6	
Detector Phase	4	4	2		1	6
Switch Phase						
Minimum Initial (s)	2.0	2.0	2.0		2.0	5.0
Minimum Split (s)	8.5	8.5	9.5		9.5	21.5
Total Split (s)	27.0	27.0	69.0		54.0	123.0
Total Split (%)	18.0%	18.0%	46.0%		36.0%	82.0%
Maximum Green (s)	22.0	22.0	64.0		49.0	118.0
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		-1.5	0.0
Total Lost Time (s)	5.0	5.0	5.0		3.5	5.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0		2.0	0.2
Recall Mode	None	None	Max		None	C-Max
v/c Ratio	0.64	0.58	0.78	0.24	0.85	0.36
Control Delay	85.3	17.1	39.6	0.4	33.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	17.1	39.6	0.4	33.4	4.7
Queue Length 50th (ft)	92	0	546	0	250	160
Queue Length 95th (ft)	151	72	773	0	m250	m207
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	260	374	890	1575	768	1598
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	0.37	0.44	0.78	0.24	0.85	0.36

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 117 (78%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	95	165	691	374	651	580
v/c Ratio	0.64	0.58	0.78	0.24	0.85	0.36
Control Delay	85.3	17.1	39.6	0.4	33.4	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	17.1	39.6	0.4	33.4	4.7
Queue Length 50th (ft)	92	0	546	0	250	160
Queue Length 95th (ft)	151	72	773	0	m250	m207
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	260	374	890	1575	768	1598
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	0.37	0.44	0.78	0.24	0.85	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

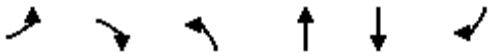
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	153	643	348	605	539
Future Volume (veh/h)	88	153	643	348	605	539
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1909	1909	1835	1864	1919	1949
Adj Flow Rate, veh/h	95	0	691	0	651	580
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	4	2	4	2
Cap, veh/h	118		783		715	1533
Arrive On Green	0.06	0.00	0.43	0.00	0.56	1.00
Sat Flow, veh/h	1818	1618	1835	1580	1827	1949
Grp Volume(v), veh/h	95	0	691	0	651	580
Grp Sat Flow(s),veh/h/ln	1818	1618	1835	1580	1827	1949
Q Serve(g_s), s	7.7	0.0	52.0	0.0	37.6	0.0
Cycle Q Clear(g_c), s	7.7	0.0	52.0	0.0	37.6	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	118		783		715	1533
V/C Ratio(X)	0.81		0.88		0.91	0.38
Avail Cap(c_a), veh/h	267		783		715	1533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.13	0.13
Uniform Delay (d), s/veh	69.2	0.0	39.5	0.0	26.7	0.0
Incr Delay (d2), s/veh	4.8	0.0	13.7	0.0	2.6	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	3.8	0.0	25.0	0.0	11.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.1	0.0	53.3	0.0	29.3	0.1
LnGrp LOS	E		D		C	A
Approach Vol, veh/h	95	A	691	A		1231
Approach Delay, s/veh	74.1		53.3			15.6
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	54.0	69.0		14.7		123.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	49.0	64.0		22.0		118.0
Max Q Clear Time (g_c+I1), s	39.6	54.0		9.7		2.0
Green Ext Time (p_c), s	1.5	1.6		0.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	0	590	1376	98
Future Volume (vph)	0	15	0	590	1376	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.991	
Flt Protected						
Satd. Flow (prot)	1611	0	0	1873	1804	0
Flt Permitted						
Satd. Flow (perm)	1611	0	0	1873	1804	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	387			160	417	
Travel Time (s)	8.8			2.0	5.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%
Adj. Flow (vph)	0	16	0	634	1480	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	634	1585	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	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

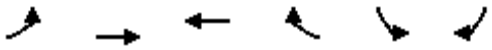
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	590	1376	98
Future Vol, veh/h	0	15	0	590	1376	98
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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	0	16	0	634	1480	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2167	1533	1585	0	-	0
Stage 1	1533	-	-	-	-	-
Stage 2	634	-	-	-	-	-
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	52	143	414	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	143	414	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	414	-	143	-	-
HCM Lane V/C Ratio	-	-	0.113	-	-
HCM Control Delay (s)	0	-	33.4	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	218	253	155	0	0
Future Volume (vph)	0	218	253	155	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.949			
Flt Protected						
Satd. Flow (prot)	0	1825	1821	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1825	1821	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		337	338		348	
Travel Time (s)		7.7	7.7		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	237	275	168	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	237	443	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

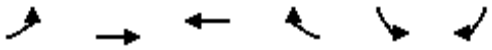
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	218	253	155	0	0
Future Vol, veh/h	0	218	253	155	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-6	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	237	275	168	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	443	0	-	0	596	359
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1117	-	-	-	466	685
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1117	-	-	-	466	685
Mov Cap-2 Maneuver	-	-	-	-	466	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1117	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	29	104	220	41	114	14
Future Volume (vph)	29	104	220	41	114	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.985	
Flt Protected		0.989			0.957	
Satd. Flow (prot)	0	1851	1860	0	1756	0
Flt Permitted		0.989			0.957	
Satd. Flow (perm)	0	1851	1860	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		259	337		390	
Travel Time (s)		5.9	7.7		8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	113	239	45	124	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	145	284	0	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	104	220	41	114	14
Future Vol, veh/h	29	104	220	41	114	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	113	239	45	124	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	439	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1278	-	-	-	575	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	854	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1278	-	-	-	559	777
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	577
HCM Lane V/C Ratio	0.025	-	-	-	0.241
HCM Control Delay (s)	7.9	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	84	1012	485	8	7	30
Future Volume (vph)	84	1012	485	8	7	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.892	
Flt Protected		0.996			0.990	
Satd. Flow (prot)	0	1692	1678	0	1846	0
Flt Permitted		0.996			0.990	
Satd. Flow (perm)	0	1692	1678	0	1846	0
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)	90	1088	522	9	8	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1178	531	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	531	0	-	0	1795	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	1268	-
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	1036	-	-	-	72	535
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	230	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1036	-	-	-	56	535
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	230	-

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

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1036	-	204	-	-
HCM Lane V/C Ratio	0.087	-	0.195	-	-
HCM Control Delay (s)	8.8	0	26.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	44	1052	77	40	475
Future Volume (vph)	75	44	1052	77	40	475
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	0.950		0.991			
Flt Protected	0.969					0.996
Satd. Flow (prot)	1740	0	1831	0	0	1815
Flt Permitted	0.969					0.996
Satd. Flow (perm)	1740	0	1831	0	0	1815
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
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)	82	48	1143	84	43	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	1227	0	0	559
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	

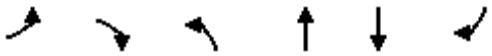
Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	44	1052	77	40	475
Future Vol, veh/h	75	44	1052	77	40	475
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	82	48	1143	84	43	516

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1787	1185	0	0	1227	0
Stage 1	1185	-	-	-	-	-
Stage 2	602	-	-	-	-	-
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	241	320	-	-	568	-
Stage 1	560	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	320	-	-	568	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	764	-	-	-	-	-

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

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1128	549	1
Future Volume (vph)	1	1	5	1128	549	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	1187	578	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1192	579	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

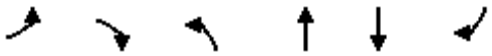
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1128	549	1
Future Vol, veh/h	1	1	5	1128	549	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	1187	578	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1776	579	579	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	1197	-	-	-	-	-
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	82	507	995	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	81	507	995	-	-	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	268	-	-	-	-	-

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

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	202	31	16	931	499	51
Future Volume (vph)	202	31	16	931	499	51
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	0.982				0.988	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1677	0	0	1756	1767	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1677	0	0	1756	1767	0
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)	220	34	17	1012	542	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	0	0	1029	597	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	102.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	202	31	16	931	499	51
Future Vol, veh/h	202	31	16	931	499	51
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	220	34	17	1012	542	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1616	570	597	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
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	~ 95	505	980	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 91	505	980	-	-	-
Mov Cap-2 Maneuver	~ 91	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	301	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	102	-	-
HCM Lane V/C Ratio	0.018	-	2.483	-	-
HCM Control Delay (s)	8.7	0	$ 762.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	23	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	951	7	2	528
Future Volume (vph)	5	6	951	7	2	528
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		1020			832
Travel Time (s)	2.9		12.6			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	1034	8	2	574
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1034	8	2	574
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

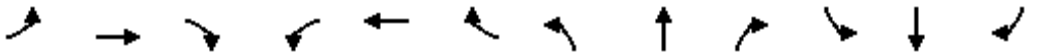
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	951	7	2	528
Future Vol, veh/h	5	6	951	7	2	528
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	1034	8	2	574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1612	1034	0	0	1042	0
Stage 1	1034	-	-	-	-	-
Stage 2	578	-	-	-	-	-
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	149	292	-	-	603	-
Stage 1	399	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	292	-	-	603	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	599	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	603	-
HCM Lane V/C Ratio	-	-	0.059	0.004	-
HCM Control Delay (s)	-	-	23.8	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

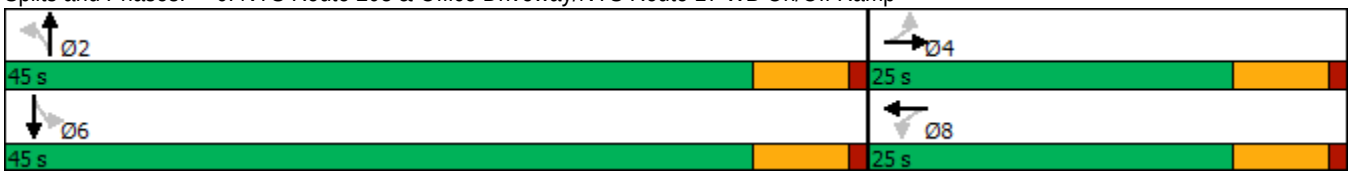


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	15	39	265	9	528	18	413	309	69	474	4
Future Volume (vph)	17	15	39	265	9	528	18	413	309	69	474	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.926				0.850			0.850		0.999	
Flt Protected		0.988			0.954			0.998			0.994	
Satd. Flow (prot)	0	1704	0	0	1795	1599	0	1852	1607	0	1658	0
Flt Permitted		0.872			0.673			0.966			0.883	
Satd. Flow (perm)	0	1504	0	0	1266	1599	0	1793	1607	0	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				496			359		1	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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)	20	17	45	308	10	614	21	480	359	80	551	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	318	614	0	501	359	0	636	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	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)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.19			0.94	0.38		0.50	0.22		0.77	
Control Delay		12.1			64.9	0.7		11.6	0.3		20.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		12.1			64.9	0.7		11.6	0.3		20.2	
Queue Length 50th (ft)		12			133	0		121	0		194	
Queue Length 95th (ft)		40			#259	0		181	0		307	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		443			345	1599		1004	1607		826	
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		0.19			0.92	0.38		0.50	0.22		0.77	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 69.6	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

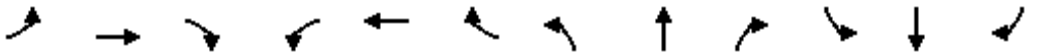
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	82	318	614	501	359	636
v/c Ratio	0.19	0.94	0.38	0.50	0.22	0.77
Control Delay	12.1	64.9	0.7	11.6	0.3	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	64.9	0.7	11.6	0.3	20.2
Queue Length 50th (ft)	12	133	0	121	0	194
Queue Length 95th (ft)	40	#259	0	181	0	307
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	443	345	1599	1004	1607	826
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	0.19	0.92	0.38	0.50	0.22	0.77

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	15	39	265	9	528	18	413	309	69	474	4
Future Volume (veh/h)	17	15	39	265	9	528	18	413	309	69	474	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1773	1773	1773
Adj Flow Rate, veh/h	20	17	45	308	10	0	21	480	0	80	551	5
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	4	4	2	5	5	5
Cap, veh/h	135	116	224	441	11		76	1102		145	856	7
Arrive On Green	0.26	0.23	0.23	0.26	0.23	0.00	0.62	0.59	0.00	0.62	0.59	0.59
Sat Flow, veh/h	290	493	952	1427	46	1651	34	1882	1685	144	1463	13
Grp Volume(v), veh/h	82	0	0	318	0	0	501	0	0	636	0	0
Grp Sat Flow(s),veh/h/ln	1736	0	0	1474	0	1651	1917	0	1685	1620	0	0
Q Serve(g_s), s	0.0	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	13.2	0.0	0.0	9.3	0.0	0.0	15.9	0.0	0.0
Prop In Lane	0.24		0.55	0.97		1.00	0.04		1.00	0.13		0.01
Lane Grp Cap(c), veh/h	527	0	0	496	0		1236	0		1058	0	0
V/C Ratio(X)	0.16	0.00	0.00	0.64	0.00		0.41	0.00		0.60	0.00	0.00
Avail Cap(c_a), veh/h	607	0	0	568	0		1236	0		1058	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	20.3	0.0	0.0	23.4	0.0	0.0	7.6	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	4.3	0.0	0.0	2.4	0.0	0.0	3.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	0.0	24.6	0.0	0.0	8.6	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		B	A	A
Approach Vol, veh/h		82			318	A		501	A		636	
Approach Delay, s/veh		20.3			24.6			8.6			11.3	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		21.6		45.0		21.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		4.5		0.0		15.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Notes

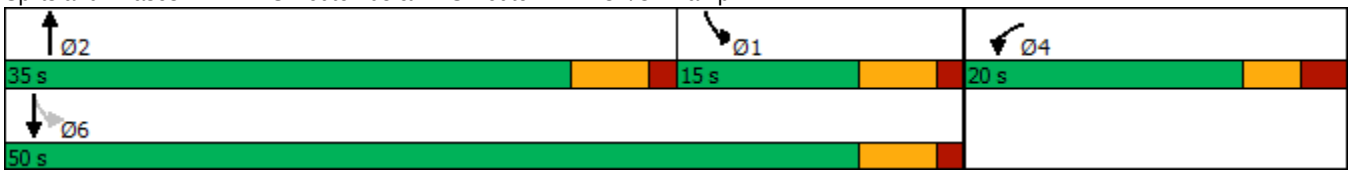
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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			1398
Travel Time (s)	11.6		8.3			17.3
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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

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			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	99	1339	731	8	7	37
Future Volume (vph)	99	1339	731	8	7	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.887	
Flt Protected		0.997			0.992	
Satd. Flow (prot)	0	1694	1678	0	1839	0
Flt Permitted		0.997			0.992	
Satd. Flow (perm)	0	1694	1678	0	1839	0
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)	106	1440	786	9	8	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1546	795	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	99	1339	731	8	7	37
Future Vol, veh/h	99	1339	731	8	7	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	106	1440	786	9	8	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	795	0	-	0	2443	791
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	1652	-
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	826	-	-	-	26	373
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	143	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	826	-	-	-	9	373
Mov Cap-2 Maneuver	-	-	-	-	9	-
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	143	-

Approach	NB	SB	SE
HCM Control Delay, s	0.7	0	240.4
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	826	-	50	-	-
HCM Lane V/C Ratio	0.129	-	0.946	-	-
HCM Control Delay (s)	10	0	240.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	4	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	179	1257	224	165	651
Future Volume (vph)	141	179	1257	224	165	651
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		0.980			
Flt Protected	0.978					0.990
Satd. Flow (prot)	1709	0	1814	0	0	1811
Flt Permitted	0.978					0.990
Satd. Flow (perm)	1709	0	1814	0	0	1811
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
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)	153	195	1366	243	179	708
Shared Lane Traffic (%)						
Lane Group Flow (vph)	348	0	1609	0	0	887
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	
Int Delay, s/veh	265.9

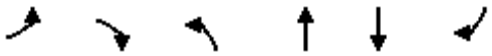
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	179	1257	224	165	651
Future Vol, veh/h	141	179	1257	224	165	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median 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	153	195	1366	243	179	708

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2554	1488	0	0	1609	0
Stage 1	1488	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
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	~ 121	231	-	-	406	-
Stage 1	472	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 33	231	-	-	406	-
Mov Cap-2 Maneuver	~ 33	-	-	-	-	-
Stage 1	~ 129	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2164.2	0	4.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	63	406	-
HCM Lane V/C Ratio	-	-	5.521	0.442	-
HCM Control Delay (s)	-	-	$ 2164.2	20.7	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	39	2.2	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1481	800	1
Future Volume (vph)	1	1	5	1481	800	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	1559	842	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1564	843	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

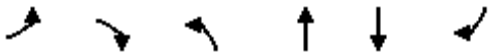
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1481	800	1
Future Vol, veh/h	1	1	5	1481	800	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	1559	842	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2412	843	843	0	-	0
Stage 1	843	-	-	-	-	-
Stage 2	1569	-	-	-	-	-
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	32	355	793	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	30	355	793	-	-	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	173	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	73	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	793	-	55	-	-
HCM Lane V/C Ratio	0.007	-	0.038	-	-
HCM Control Delay (s)	9.6	0	73	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	254	32	16	1232	741	61
Future Volume (vph)	254	32	16	1232	741	61
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				0.990	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1682	0	0	1756	1770	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1682	0	0	1756	1770	0
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)	276	35	17	1339	805	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	0	1356	871	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	408.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	254	32	16	1232	741	61
Future Vol, veh/h	254	32	16	1232	741	61
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	276	35	17	1339	805	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2211	838	871	0	-	0
Stage 1	838	-	-	-	-	-
Stage 2	1373	-	-	-	-	-
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	~ 38	349	774	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	~ 202	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 35	349	774	-	-	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	~ 202	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	3336.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	774	-	39	-	-
HCM Lane V/C Ratio	0.022	-	7.971	-	-
HCM Control Delay (s)	9.8	$	3336.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	37.1	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1253	7	2	771
Future Volume (vph)	5	6	1253	7	2	771
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		1020			832
Travel Time (s)	2.9		12.6			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	1362	8	2	838
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	1362	8	2	838
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

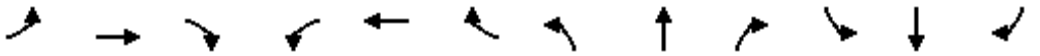
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1253	7	2	771
Future Vol, veh/h	5	6	1253	7	2	771
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	1362	8	2	838

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2204	1362	0	0	1370	0
Stage 1	1362	-	-	-	-	-
Stage 2	842	-	-	-	-	-
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	71	192	-	-	448	-
Stage 1	295	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	71	192	-	-	448	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	108	448	-
HCM Lane V/C Ratio	-	-	0.111	0.005	-
HCM Control Delay (s)	-	-	42.4	13.1	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-



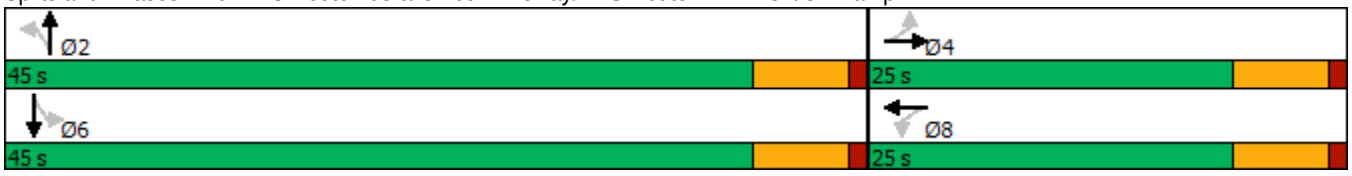
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	34	89	406	23	665	49	543	401	124	643	28
Future Volume (vph)	58	34	89	406	23	665	49	543	401	124	643	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.934				0.850			0.850		0.995	
Flt Protected		0.984			0.955			0.996			0.992	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1651	0
Flt Permitted		0.249			0.592			0.882			0.559	
Satd. Flow (perm)	0	433	0	0	1114	1599	0	1638	1607	0	930	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				398			453		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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	40	103	472	27	773	57	631	466	144	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	499	773	0	688	466	0	925	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	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)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		1.26			1.65	0.48		0.75	0.29		1.78	
Control Delay		177.0			331.6	1.0		18.6	0.5		379.4	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		177.0			331.6	1.0		18.6	0.5		379.4	
Queue Length 50th (ft)		~93			~319	0		206	0		~620	
Queue Length 95th (ft)		#205			#463	0		313	0		#789	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		167			302	1599		912	1607		519	
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		1.26			1.65	0.48		0.75	0.29		1.78	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Natural Cycle: 110	
Control Type: Semi Act-Uncoord	

~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp

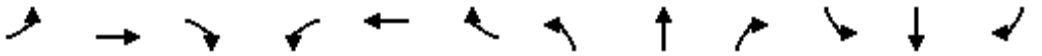


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	210	499	773	688	466	925
v/c Ratio	1.26	1.65	0.48	0.75	0.29	1.78
Control Delay	177.0	331.6	1.0	18.6	0.5	379.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.0	331.6	1.0	18.6	0.5	379.4
Queue Length 50th (ft)	~93	~319	0	206	0	~620
Queue Length 95th (ft)	#205	#463	0	313	0	#789
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	167	302	1599	912	1607	519
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	1.26	1.65	0.48	0.75	0.29	1.78

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	34	89	406	23	665	49	543	401	124	643	28
Future Volume (veh/h)	58	34	89	406	23	665	49	543	401	124	643	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1773	1773	1773
Adj Flow Rate, veh/h	67	40	103	472	27	0	57	631	0	144	748	33
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	4	4	2	5	5	5
Cap, veh/h	195	123	241	432	19		103	870		165	678	29
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	469	455	889	1224	70	1651	85	1561	1685	190	1217	52
Grp Volume(v), veh/h	210	0	0	499	0	0	688	0	0	925	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	0	1294	0	1651	1646	0	1685	1460	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	22.9	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	21.0	0.0	0.0	18.1	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.32		0.49	0.95		1.00	0.08		1.00	0.16		0.04
Lane Grp Cap(c), veh/h	612	0	0	488	0		1020	0		914	0	0
V/C Ratio(X)	0.34	0.00	0.00	1.02	0.00		0.67	0.00		1.01	0.00	0.00
Avail Cap(c_a), veh/h	612	0	0	488	0		1020	0		914	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	20.8	0.0	0.0	27.5	0.0	0.0	10.5	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	46.4	0.0	0.0	3.6	0.0	0.0	32.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	14.1	0.0	0.0	5.3	0.0	0.0	17.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	73.9	0.0	0.0	14.1	0.0	0.0	49.5	0.0	0.0
LnGrp LOS	C	A	A	F	A		B	A		F	A	A
Approach Vol, veh/h		210			499	A		688	A		925	
Approach Delay, s/veh		20.9			73.9			14.1			49.5	
Approach LOS		C			E			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		8.7		0.0		23.0				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.7									
HCM 6th LOS			D									

Notes

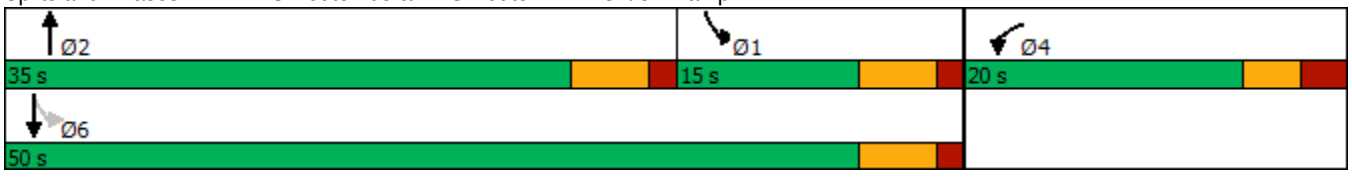
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	167	821	224	305	827
Future Volume (vph)	178	167	821	224	305	827
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	0.935			0.850		
Flt Protected	0.975					0.987
Satd. Flow (prot)	1707	0	1853	1575	0	1857
Flt Permitted	0.975					0.383
Satd. Flow (perm)	1707	0	1853	1575	0	721
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61			233		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	174	855	233	318	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	855	233	0	1179
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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	0.92		0.72	0.15		2.56
Control Delay	54.0		13.0	0.2		722.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	54.0		13.0	0.2		722.4
LOS	D		B	A		F
Approach Delay	54.0		10.2			722.4
Approach LOS	D		B			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 69.5			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 2.56			
Intersection Signal Delay: 336.0		Intersection LOS: F	
Intersection Capacity Utilization 137.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	99	1339	731	8	7	37
Future Volume (vph)	99	1339	731	8	7	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
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	1986	1777
Flt Permitted	0.334				0.950	
Satd. Flow (perm)	578	1697	1678	0	1986	1777
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			40
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)	106	1440	786	9	8	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	1440	795	0	8	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
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	0.86	0.86
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.21	0.96	0.54		0.06	0.25
Control Delay	2.8	25.9	3.8		35.9	16.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.8	25.9	3.8		35.9	16.4
Queue Length 50th (ft)	8	~791	93		4	0
Queue Length 95th (ft)	23	#1078	184		17	29
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	510	1498	1482		391	382
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.21	0.96	0.54		0.02	0.10

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	106	1440	795	8	40
v/c Ratio	0.21	0.96	0.54	0.06	0.25
Control Delay	2.8	25.9	3.8	35.9	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	25.9	3.8	35.9	16.4
Queue Length 50th (ft)	8	~791	93	4	0
Queue Length 95th (ft)	23	#1078	184	17	29
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	510	1498	1482	391	382
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.96	0.54	0.02	0.10

Intersection Summary

~ 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.

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	99	1339	731	8	7	37
Future Volume (veh/h)	99	1339	731	8	7	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1864	1835	1820	1820	1921	1921
Adj Flow Rate, veh/h	106	1440	786	9	8	40
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	569	1504	1472	17	60	53
Arrive On Green	0.82	0.82	0.82	0.82	0.03	0.03
Sat Flow, veh/h	681	1835	1796	21	1829	1628
Grp Volume(v), veh/h	106	1440	0	795	8	40
Grp Sat Flow(s),veh/h/ln	681	1835	0	1816	1829	1628
Q Serve(g_s), s	4.0	44.5	0.0	9.5	0.3	1.6
Cycle Q Clear(g_c), s	13.5	44.5	0.0	9.5	0.3	1.6
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	569	1504	0	1489	60	53
V/C Ratio(X)	0.19	0.96	0.00	0.53	0.13	0.75
Avail Cap(c_a), veh/h	665	1762	0	1744	405	361
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	4.1	5.1	0.0	2.0	31.8	32.5
Incr Delay (d2), s/veh	0.1	11.3	0.0	0.1	0.4	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.7	0.0	0.0	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.2	16.4	0.0	2.1	32.2	40.2
LnGrp LOS	A	B	A	A	C	D
Approach Vol, veh/h		1546	795		48	
Approach Delay, s/veh		15.5	2.1		38.9	
Approach LOS		B	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		60.5		7.2		60.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		46.5		3.6		11.5
Green Ext Time (p_c), s		9.0		0.1		2.9

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	179	1257	224	165	651
Future Volume (vph)	141	179	1257	224	165	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
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)	1796	1663	1845	1599	1778	1819
Flt Permitted	0.950				0.036	
Satd. Flow (perm)	1796	1663	1845	1599	67	1819
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		73		66		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
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)	153	195	1366	243	179	708
Shared Lane Traffic (%)						
Lane Group Flow (vph)	153	195	1366	243	179	708
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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	0.98	0.94	0.99	0.99	0.99	0.99
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

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	24.0	106.0	20.0	24.0	130.0
Total Split (%)	13.3%	16.0%	70.7%	13.3%	16.0%	86.7%
Maximum Green (s)	15.0	19.0	101.0	15.0	19.0	125.0
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	0.87	0.44	1.06	0.18	0.79	0.47
Control Delay	107.3	32.7	64.5	2.3	65.0	4.5
Queue Delay	0.0	0.0	18.2	0.0	0.0	0.0
Total Delay	107.3	32.7	82.7	2.3	65.0	4.5
Queue Length 50th (ft)	150	100	~1472	28	121	153
Queue Length 95th (ft)	#280	175	#1779	51	204	202
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	179	483	1294	1346	273	1519
Starvation Cap Reductn	0	0	105	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	0.85	0.40	1.15	0.18	0.66	0.47

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 149.6
Natural Cycle: 110
Control Type: Semi Act-Uncoord
~ 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: 2: NYS Route 208 & Mountain Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	153	195	1366	243	179	708
v/c Ratio	0.87	0.44	1.06	0.18	0.79	0.47
Control Delay	107.3	32.7	64.5	2.3	65.0	4.5
Queue Delay	0.0	0.0	18.2	0.0	0.0	0.0
Total Delay	107.3	32.7	82.7	2.3	65.0	4.5
Queue Length 50th (ft)	150	100	~1472	28	121	153
Queue Length 95th (ft)	#280	175	#1779	51	204	202
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	179	483	1294	1346	273	1519
Starvation Cap Reductn	0	0	105	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	0.85	0.40	1.15	0.18	0.66	0.47

Intersection Summary

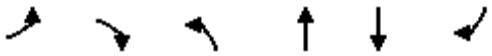
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	179	1257	224	165	651
Future Volume (veh/h)	141	179	1257	224	165	651
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2263	2263	1919	1949	1909	1864
Adj Flow Rate, veh/h	153	195	1366	243	179	708
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	216	352	1375	1349	205	1554
Arrive On Green	0.10	0.10	0.72	0.72	0.08	0.83
Sat Flow, veh/h	2156	1918	1919	1651	1818	1864
Grp Volume(v), veh/h	153	195	1366	243	179	708
Grp Sat Flow(s),veh/h/ln	2156	1918	1919	1651	1818	1864
Q Serve(g_s), s	10.3	13.9	105.1	4.7	10.1	15.3
Cycle Q Clear(g_c), s	10.3	13.9	105.1	4.7	10.1	15.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	352	1375	1349	205	1554
V/C Ratio(X)	0.71	0.55	0.99	0.18	0.87	0.46
Avail Cap(c_a), veh/h	216	352	1375	1349	284	1554
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	65.4	55.7	20.9	3.0	57.8	3.4
Incr Delay (d2), s/veh	10.3	1.9	22.8	0.3	19.2	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	6.3	6.9	45.8	2.3	7.6	3.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	75.7	57.6	43.7	3.2	77.0	4.3
LnGrp LOS	E	E	D	A	E	A
Approach Vol, veh/h	348		1609			887
Approach Delay, s/veh	65.6		37.6			19.0
Approach LOS	E		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.5	112.5			130.0	20.0
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	19.0	101.0			125.0	15.0
Max Q Clear Time (g_c+I1), s	12.1	107.1			17.3	15.9
Green Ext Time (p_c), s	0.4	0.0			4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1481	800	1
Future Volume (vph)	1	1	5	1481	800	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			0.998		
Satd. Flow (perm)	1686	0	0	1805	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			469	414	
Travel Time (s)	8.0			5.8	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	1559	842	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1564	843	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
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			
Detector Phase	4		2	2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	10.0		90.0	90.0	90.0	
Total Split (%)	10.0%		90.0%	90.0%	90.0%	
Maximum Green (s)	5.0		85.0	85.0	85.0	
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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.02			1.02	0.54	
Control Delay	39.5			37.8	3.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	39.5			37.8	3.6	
Queue Length 50th (ft)	1			~858	98	
Queue Length 95th (ft)	8			#1323	144	
Internal Link Dist (ft)	273			389	334	
Turn Bay Length (ft)						
Base Capacity (vph)	85			1534	1553	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			1.02	0.54	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
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.

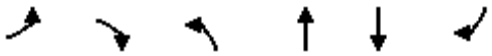
Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	2	1564	843
v/c Ratio	0.02	1.02	0.54
Control Delay	39.5	37.8	3.6
Queue Delay	0.0	0.0	0.0
Total Delay	39.5	37.8	3.6
Queue Length 50th (ft)	1	~858	98
Queue Length 95th (ft)	8	#1323	144
Internal Link Dist (ft)	273	389	334
Turn Bay Length (ft)			
Base Capacity (vph)	85	1534	1553
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	1.02	0.54

Intersection Summary

~ 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.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	5	1481	800	1
Future Volume (veh/h)	1	1	5	1481	800	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1817	1817	1904	1904
Adj Flow Rate, veh/h	1	1	5	1559	842	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	4	4	5	5
Cap, veh/h	24	24	38	1557	1632	2
Arrive On Green	0.04	0.04	0.86	0.86	0.86	0.86
Sat Flow, veh/h	588	588	1	1813	1901	2
Grp Volume(v), veh/h	3	0	1564	0	0	843
Grp Sat Flow(s),veh/h/ln	1765	0	1815	0	0	1903
Q Serve(g_s), s	0.2	0.0	20.6	0.0	0.0	11.1
Cycle Q Clear(g_c), s	0.2	0.0	85.0	0.0	0.0	11.1
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	71	0	1594	0	0	1634
V/C Ratio(X)	0.04	0.00	0.98	0.00	0.00	0.52
Avail Cap(c_a), veh/h	89	0	1594	0	0	1634
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	45.7	0.0	7.1	0.0	0.0	1.8
Incr Delay (d2), s/veh	0.2	0.0	18.1	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.9	0.0	25.2	0.0	0.0	2.1
LnGrp LOS	D	A	C	A	A	A
Approach Vol, veh/h	3			1564	843	
Approach Delay, s/veh	45.9			25.2	2.1	
Approach LOS	D			C	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		90.0		9.0		90.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		85.0		5.0		85.0
Max Q Clear Time (g_c+I1), s		87.0		2.2		13.1
Green Ext Time (p_c), s		0.0		0.0		5.5

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

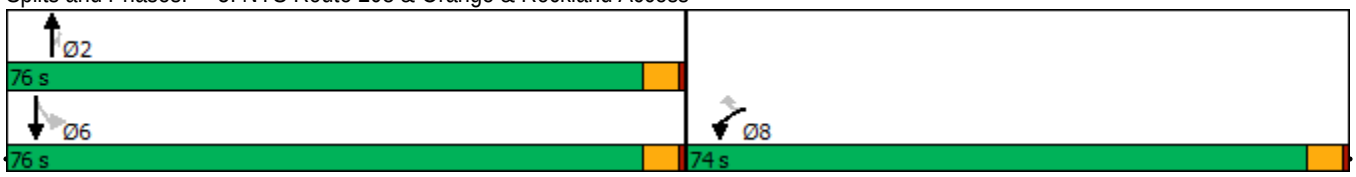
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1253	7	2	771
Future Volume (vph)	5	6	1253	7	2	771
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	100		150	120	
Storage Lanes	1	1		1	1	
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)	1739	1373	1790	1319	1519	1828
Flt Permitted	0.950				0.140	
Satd. Flow (perm)	1739	1373	1790	1319	224	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		7		2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			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	1362	8	2	838
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	7	1362	8	2	838
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	
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

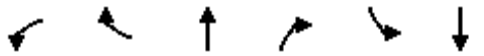
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	74.0	74.0	76.0	76.0	76.0	76.0
Total Split (%)	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%
Maximum Green (s)	69.0	69.0	71.0	71.0	71.0	71.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.05	0.07	0.79	0.01	0.01	0.47
Control Delay	43.8	26.8	6.8	0.7	1.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	26.8	6.8	0.7	1.0	1.8
Queue Length 50th (ft)	3	0	0	0	0	0
Queue Length 95th (ft)	15	15	#1099	2	1	169
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1288	1018	1731	1276	217	1768
Starvation Cap Reductn	0	0	0	0	0	67
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.79	0.01	0.01	0.49

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 93.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & Orange & Rockland Access





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	7	1362	8	2	838
v/c Ratio	0.05	0.07	0.79	0.01	0.01	0.47
Control Delay	43.8	26.8	6.8	0.7	1.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	26.8	6.8	0.7	1.0	1.8
Queue Length 50th (ft)	3	0	0	0	0	0
Queue Length 95th (ft)	15	15	#1099	2	1	169
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1288	1018	1731	1276	217	1768
Starvation Cap Reductn	0	0	0	0	0	67
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.79	0.01	0.01	0.49

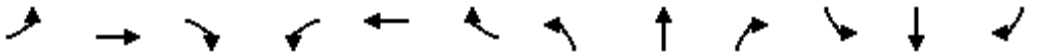
Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	6	1253	7	2	771
Future Volume (veh/h)	5	6	1253	7	2	771
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1827	1757	1746	1509	1678	1904
Adj Flow Rate, veh/h	5	7	1362	8	2	838
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	20	20	4	20	20	5
Cap, veh/h	20	17	1513	1108	228	1649
Arrive On Green	0.01	0.01	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1740	1489	1746	1279	356	1904
Grp Volume(v), veh/h	5	7	1362	8	2	838
Grp Sat Flow(s),veh/h/ln	1740	1489	1746	1279	356	1904
Q Serve(g_s), s	0.2	0.4	38.8	0.1	0.3	8.6
Cycle Q Clear(g_c), s	0.2	0.4	38.8	0.1	39.1	8.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	20	17	1513	1108	228	1649
V/C Ratio(X)	0.25	0.40	0.90	0.01	0.01	0.51
Avail Cap(c_a), veh/h	1465	1254	1513	1108	228	1649
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	40.1	40.2	3.3	0.7	15.2	1.3
Incr Delay (d2), s/veh	6.1	14.3	8.9	0.0	0.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	3.8	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.3	54.6	12.3	0.7	15.3	2.4
LnGrp LOS	D	D	B	A	B	A
Approach Vol, veh/h	12		1370			840
Approach Delay, s/veh	51.1		12.2			2.5
Approach LOS	D		B			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		76.0			76.0	6.0
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		71.0			71.0	69.0
Max Q Clear Time (g_c+I1), s		40.8			41.1	2.4
Green Ext Time (p_c), s		14.0			5.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	34	89	406	23	665	49	543	401	124	643	28
Future Volume (vph)	58	34	89	406	23	665	49	543	401	124	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	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.994	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1854	1607	1743	1656	0
Flt Permitted		0.970		0.950			0.144			0.236		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	272	1854	1607	433	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			524			230		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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	40	103	472	27	773	57	631	466	144	748	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	103	472	27	773	57	631	466	144	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)		12			12			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	12.0	12.0	12.0	44.0	44.0		12.0	82.0		12.0	82.0	
Total Split (%)	8.0%	8.0%	8.0%	29.3%	29.3%		8.0%	54.7%		8.0%	54.7%	
Maximum Green (s)	7.0	7.0	7.0	39.0	39.0		7.0	77.0		7.0	77.0	
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	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		1.27	0.60	0.97	0.06	0.48	0.23	0.66	0.29	0.43	0.89	
Control Delay		241.7	26.8	87.5	42.3	1.0	18.8	45.7	0.2	16.8	45.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		241.7	26.8	87.5	42.3	1.0	18.8	45.7	0.2	16.8	45.7	
Queue Length 50th (ft)		~132	0	459	20	0	35	555	0	58	686	
Queue Length 95th (ft)		#245	55	#632	44	0	m36	m587	m0	87	#891	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		84	172	488	489	1599	251	951	1607	335	879	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		1.27	0.60	0.97	0.06	0.48	0.23	0.66	0.29	0.43	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
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

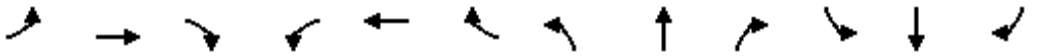
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	107	103	472	27	773	57	631	466	144	781
v/c Ratio	1.27	0.60	0.97	0.06	0.48	0.23	0.66	0.29	0.43	0.89
Control Delay	241.7	26.8	87.5	42.3	1.0	18.8	45.7	0.2	16.8	45.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	241.7	26.8	87.5	42.3	1.0	18.8	45.7	0.2	16.8	45.7
Queue Length 50th (ft)	~132	0	459	20	0	35	555	0	58	686
Queue Length 95th (ft)	#245	55	#632	44	0	m36	m587	m0	87	#891
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100	125		300	150	
Base Capacity (vph)	84	172	488	489	1599	251	951	1607	335	879
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.27	0.60	0.97	0.06	0.48	0.23	0.66	0.29	0.43	0.89

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	34	89	406	23	665	49	543	401	124	643	28
Future Volume (veh/h)	58	34	89	406	23	665	49	543	401	124	643	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1988	1958	1988	1817	1773	1773
Adj Flow Rate, veh/h	67	40	103	472	27	0	57	631	0	144	748	33
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	53	32	74	507	507		251	1005		380	902	40
Arrive On Green	0.06	0.05	0.05	0.27	0.26	0.00	0.04	0.51	0.00	0.06	0.54	0.54
Sat Flow, veh/h	1136	678	1585	1856	1949	1651	1893	1958	1685	1731	1685	74
Grp Volume(v), veh/h	107	0	103	472	27	0	57	631	0	144	0	781
Grp Sat Flow(s),veh/h/ln	1814	0	1585	1856	1949	1651	1893	1958	1685	1731	0	1760
Q Serve(g_s), s	7.0	0.0	7.0	37.2	1.6	0.0	2.0	34.7	0.0	5.4	0.0	55.6
Cycle Q Clear(g_c), s	7.0	0.0	7.0	37.2	1.6	0.0	2.0	34.7	0.0	5.4	0.0	55.6
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	85	0	74	507	507		251	1005		380	0	942
V/C Ratio(X)	1.26	0.00	1.39	0.93	0.05		0.23	0.63		0.38	0.00	0.83
Avail Cap(c_a), veh/h	85	0	74	507	507		293	1005		380	0	942
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	0.00	0.27	0.27	0.00	0.88	0.00	0.88
Uniform Delay (d), s/veh	70.9	0.0	71.5	53.1	41.6	0.0	24.5	26.2	0.0	18.6	0.0	29.1
Incr Delay (d2), s/veh	184.5	0.0	240.1	23.6	0.0	0.0	0.1	0.8	0.0	0.5	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	7.8	20.7	0.8	0.0	0.8	15.4	0.0	2.0	0.0	23.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.4	0.0	311.6	76.7	41.7	0.0	24.7	27.0	0.0	19.2	0.0	36.5
LnGrp LOS	F	A	F	E	D		C	C		B	A	D
Approach Vol, veh/h		210			499	A		688	A		925	
Approach Delay, s/veh		283.0			74.8			26.8			33.8	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	82.0		12.0	8.7	85.3		44.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	77.0		7.0	7.0	77.0		39.0				
Max Q Clear Time (g_c+I1), s	7.4	36.7		9.0	4.0	57.6		39.2				
Green Ext Time (p_c), s	0.0	3.5		0.0	0.0	4.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			63.1									
HCM 6th LOS			E									

Notes

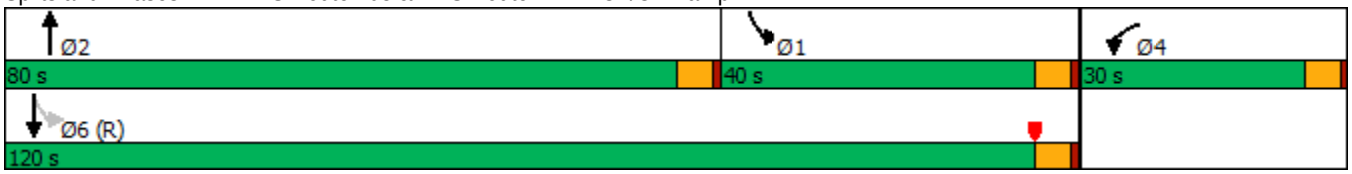
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	167	821	224	305	827
Future Volume (vph)	178	167	821	224	305	827
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	200	
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	0.935			0.850		
Flt Protected	0.975				0.950	
Satd. Flow (prot)	1707	0	1853	1575	1787	1881
Flt Permitted	0.975				0.074	
Satd. Flow (perm)	1707	0	1853	1575	139	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	27			124		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	174	855	233	318	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	855	233	318	861
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

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)	30.0		80.0		40.0	120.0
Total Split (%)	20.0%		53.3%		26.7%	80.0%
Maximum Green (s)	25.0		75.0		35.0	115.0
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		-1.5	0.0
Total Lost Time (s)	5.0		5.0		3.5	5.0
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	1.17		0.92	0.15	0.63	0.60
Control Delay	154.2		51.3	0.2	43.6	10.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	154.2		51.3	0.2	43.6	10.9
Queue Length 50th (ft)	~395		761	0	206	426
Queue Length 95th (ft)	#605		#1052	0	m242	m467
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	307		926	1575	508	1442
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	1.17		0.92	0.15	0.63	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 106.4 (71%), Referenced to phase 6:SBTL, 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: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	359	855	233	318	861
v/c Ratio	1.17	0.92	0.15	0.63	0.60
Control Delay	154.2	51.3	0.2	43.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	154.2	51.3	0.2	43.6	10.9
Queue Length 50th (ft)	~395	761	0	206	426
Queue Length 95th (ft)	#605	#1052	0	m242	m467
Internal Link Dist (ft)	430	591			1318
Turn Bay Length (ft)			450	200	
Base Capacity (vph)	307	926	1575	508	1442
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	1.17	0.92	0.15	0.63	0.60

Intersection Summary

~ 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.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	178	167	821	224	305	827
Future Volume (veh/h)	178	167	821	224	305	827
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1939	1939	1864	1864	1949	1949
Adj Flow Rate, veh/h	185	0	855	0	318	861
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	210		932		542	1494
Arrive On Green	0.12	0.00	0.50	0.00	0.24	0.77
Sat Flow, veh/h	1800	0	1864	1580	1856	1949
Grp Volume(v), veh/h	186	0	855	0	318	861
Grp Sat Flow(s),veh/h/ln	1810	0	1864	1580	1856	1949
Q Serve(g_s), s	15.2	0.0	63.5	0.0	14.6	27.7
Cycle Q Clear(g_c), s	15.2	0.0	63.5	0.0	14.6	27.7
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	211		932		542	1494
V/C Ratio(X)	0.88		0.92		0.59	0.58
Avail Cap(c_a), veh/h	302		932		542	1494
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	0.32	0.32
Uniform Delay (d), s/veh	65.2	0.0	34.6	0.0	45.8	7.3
Incr Delay (d2), s/veh	14.6	0.0	15.2	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	30.5	0.0	9.4	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.8	0.0	49.8	0.0	46.1	7.8
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	186	A	855	A		1179
Approach Delay, s/veh	79.8		49.8			18.2
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	40.0	80.0		22.5		120.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	35.0	75.0		25.0		115.0
Max Q Clear Time (g_c+I1), s	16.6	65.5		17.2		29.7
Green Ext Time (p_c), s	0.8	2.1		0.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	117	1413	779	8	7	49
Future Volume (vph)	117	1413	779	8	7	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.883	
Flt Protected		0.996			0.993	
Satd. Flow (prot)	0	1692	1679	0	1833	0
Flt Permitted		0.996			0.993	
Satd. Flow (perm)	0	1692	1679	0	1833	0
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)	126	1519	838	9	8	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1645	847	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	117	1413	779	8	7	49
Future Vol, veh/h	117	1413	779	8	7	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	4	5	2	2	2
Mvmt Flow	126	1519	838	9	8	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	847	0	-	0	2614	843
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	1771	-
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	790	-	-	-	20	347
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	123	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	790	-	-	-	0	347
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	123	-

Approach	NB	SB	SE
HCM Control Delay, s	0.8	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	790	-	347	-	-
HCM Lane V/C Ratio	0.159	-	0.174	-	-
HCM Control Delay (s)	10.4	0	17.5	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.6	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	179	1349	280	165	712
Future Volume (vph)	178	179	1349	280	165	712
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	0.932		0.977			
Flt Protected	0.976					0.991
Satd. Flow (prot)	1720	0	1809	0	0	1812
Flt Permitted	0.976					0.991
Satd. Flow (perm)	1720	0	1809	0	0	1812
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
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)	193	195	1466	304	179	774
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	1770	0	0	953
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	
Int Delay, s/veh	1026.3

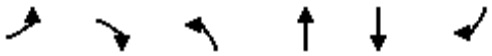
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	178	179	1349	280	165	712
Future Vol, veh/h	178	179	1349	280	165	712
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median 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	193	195	1466	304	179	774

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2750	1618	0	0	1770	0
Stage 1	1618	-	-	-	-	-
Stage 2	1132	-	-	-	-	-
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	~ 101	200	-	-	352	-
Stage 1	438	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	200	-	-	352	-
Mov Cap-2 Maneuver	~ 11	-	-	-	-	-
Stage 1	~ 47	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	8218.9	0	4.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	21	352	-
HCM Lane V/C Ratio	-	-	18.478	0.51	-
HCM Control Delay (s)	-	-	$ 8218.9	25.4	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	48.9	2.8	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1628	898	1
Future Volume (vph)	1	1	5	1628	898	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			469	414	
Travel Time (s)	8.0			5.8	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	1714	945	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1719	946	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

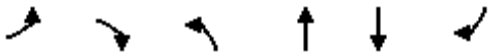
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	5	1628	898	1
Future Vol, veh/h	1	1	5	1628	898	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	1714	945	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2670	946	946	0	-	0
Stage 1	946	-	-	-	-	-
Stage 2	1724	-	-	-	-	-
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	21	309	725	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	309	725	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	143	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	117.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	725	-	34	-	-
HCM Lane V/C Ratio	0.007	-	0.062	-	-
HCM Control Delay (s)	10	0	117.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	427	205	169	1201	772	91
Future Volume (vph)	427	205	169	1201	772	91
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	0.956				0.986	
Flt Protected	0.967			0.994		
Satd. Flow (prot)	1648	0	0	1751	1765	0
Flt Permitted	0.967			0.994		
Satd. Flow (perm)	1648	0	0	1751	1765	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	277			832	457	
Travel Time (s)	6.3			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)	464	223	184	1305	839	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	687	0	0	1489	938	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	23160.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	427	205	169	1201	772	91
Future Vol, veh/h	427	205	169	1201	772	91
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	-	-	1	-4	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	464	223	184	1305	839	99

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2562	889	938	0	-	0
Stage 1	889	-	-	-	-	-
Stage 2	1673	-	-	-	-	-
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	~ 22	326	730	-	-	-
Stage 1	~ 364	-	-	-	-	-
Stage 2	~ 139	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 2	326	730	-	-	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-
Stage 1	~ 30	-	-	-	-	-
Stage 2	~ 139	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 104989.9	1.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	730	-	3	-	-
HCM Lane V/C Ratio	0.252	-	228.986	-	-
HCM Control Delay (s)	11.6	$ 10	04989.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1	-	88.4	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1375	7	2	995
Future Volume (vph)	5	6	1375	7	2	995
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	0.926			0.850		
Flt Protected	0.978				0.950	
Satd. Flow (prot)	1894	0	1790	1507	1736	1828
Flt Permitted	0.978				0.950	
Satd. Flow (perm)	1894	0	1790	1507	1736	1828
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	4%	5%	5%	5%
Adj. Flow (vph)	5	6	1418	7	2	1026
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	1418	7	2	1026
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

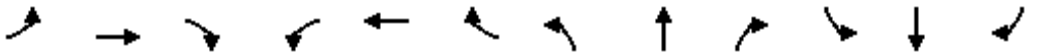
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	1375	7	2	995
Future Vol, veh/h	5	6	1375	7	2	995
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	97	97	97	97	97	97
Heavy Vehicles, %	5	5	4	5	5	5
Mvmt Flow	5	6	1418	7	2	1026

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2448	1418	0	0	1425	0
Stage 1	1418	-	-	-	-	-
Stage 2	1030	-	-	-	-	-
Critical Hdwy	5.65	5.85	-	-	4.15	-
Critical Hdwy Stg 1	4.65	-	-	-	-	-
Critical Hdwy Stg 2	4.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	58	193	-	-	468	-
Stage 1	302	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	193	-	-	468	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	468	-
HCM Lane V/C Ratio	-	-	0.121	0.004	-
HCM Control Delay (s)	-	-	48.5	12.7	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-



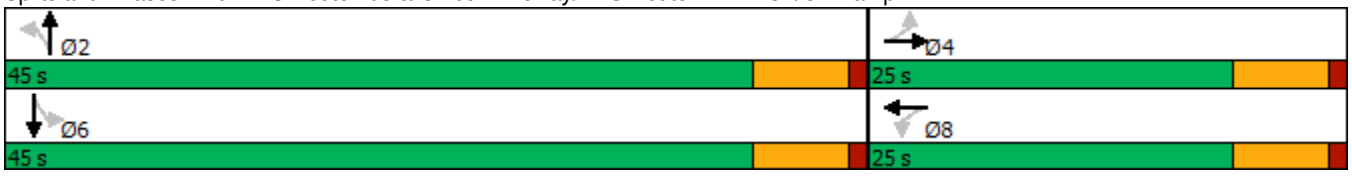
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	34	89	406	23	714	49	617	401	198	754	28
Future Volume (vph)	58	34	89	406	23	714	49	617	401	198	754	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.934				0.850			0.850		0.996	
Flt Protected		0.984			0.955			0.996			0.990	
Satd. Flow (prot)	0	1712	0	0	1797	1599	0	1850	1607	0	1651	0
Flt Permitted		0.249			0.592			0.869			0.395	
Satd. Flow (perm)	0	433	0	0	1114	1599	0	1614	1607	0	659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68				397			403		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
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	40	103	472	27	830	57	717	466	230	877	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	499	830	0	774	466	0	1140	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

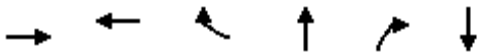
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		1.26			1.65	0.52		0.86	0.29		3.10	
Control Delay		177.0			331.6	1.2		25.7	0.5		965.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		177.0			331.6	1.2		25.7	0.5		965.9	
Queue Length 50th (ft)		~93			~319	0		259	0		~737	
Queue Length 95th (ft)		#205			#463	0		#457	0		#910	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		167			302	1599		899	1607		368	
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		1.26			1.65	0.52		0.86	0.29		3.10	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	

~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



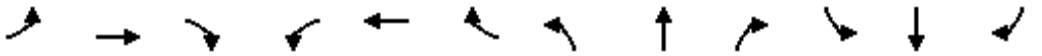


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	210	499	830	774	466	1140
v/c Ratio	1.26	1.65	0.52	0.86	0.29	3.10
Control Delay	177.0	331.6	1.2	25.7	0.5	965.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.0	331.6	1.2	25.7	0.5	965.9
Queue Length 50th (ft)	~93	~319	0	259	0	~737
Queue Length 95th (ft)	#205	#463	0	#457	0	#910
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	167	302	1599	899	1607	368
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	1.26	1.65	0.52	0.86	0.29	3.10

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	34	89	406	23	714	49	617	401	198	754	28
Future Volume (veh/h)	58	34	89	406	23	714	49	617	401	198	754	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1958	1958	1988	1773	1773	1773
Adj Flow Rate, veh/h	67	40	103	472	27	0	57	717	0	230	877	33
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	4	4	2	5	5	5
Cap, veh/h	195	123	241	432	19		100	909		186	528	19
Arrive On Green	0.30	0.27	0.27	0.30	0.27	0.00	0.59	0.56	0.00	0.59	0.56	0.56
Sat Flow, veh/h	469	455	889	1224	70	1651	80	1631	1685	224	948	35
Grp Volume(v), veh/h	210	0	0	499	0	0	774	0	0	1140	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	0	1294	0	1651	1711	0	1685	1207	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	21.0	0.0	0.0	22.4	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.32		0.49	0.95		1.00	0.07		1.00	0.20		0.03
Lane Grp Cap(c), veh/h	612	0	0	488	0		1057	0		769	0	0
V/C Ratio(X)	0.34	0.00	0.00	1.02	0.00		0.73	0.00		1.48	0.00	0.00
Avail Cap(c_a), veh/h	612	0	0	488	0		1057	0		769	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	20.8	0.0	0.0	27.5	0.0	0.0	11.4	0.0	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	46.4	0.0	0.0	4.5	0.0	0.0	224.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	14.1	0.0	0.0	6.4	0.0	0.0	56.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	73.9	0.0	0.0	15.8	0.0	0.0	242.4	0.0	0.0
LnGrp LOS	C	A	A	F	A		B	A		F	A	A
Approach Vol, veh/h		210			499	A		774	A		1140	
Approach Delay, s/veh		20.9			73.9			15.8			242.4	
Approach LOS		C			E			B			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		25.0		45.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		8.7		0.0		23.0				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			125.8									
HCM 6th LOS			F									

Notes

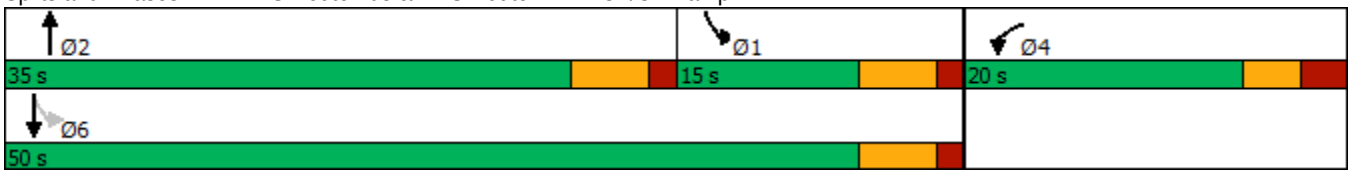
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

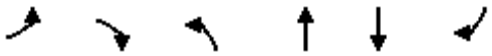
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	204	858	224	379	864
Future Volume (vph)	178	204	858	224	379	864
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				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					0.985
Satd. Flow (prot)	1697	0	1853	1575	0	1853
Flt Permitted	0.977					0.324
Satd. Flow (perm)	1697	0	1853	1575	0	610
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	75			233		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	213	894	233	395	900
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	0	894	233	0	1295
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	14.5		44.5	70.0		44.5
Actuated g/C Ratio	0.21		0.64	1.00		0.64
v/c Ratio	0.97		0.76	0.15		3.35
Control Delay	63.5		14.4	0.2		1076.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	63.5		14.4	0.2		1076.1
LOS	E		B	A		F
Approach Delay	63.5		11.4			1076.1
Approach LOS	E		B			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 3.35			
Intersection Signal Delay: 507.7		Intersection LOS: F	
Intersection Capacity Utilization 147.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	43	0	1634	820	79
Future Volume (vph)	0	43	0	1634	820	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.988	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1873	1783	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1873	1783	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	386			107	469	
Travel Time (s)	8.8			1.3	5.8	
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)	0	45	0	1720	863	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	45	0	1720	946	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

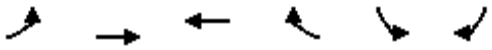
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	0	1634	820	79
Future Vol, veh/h	0	43	0	1634	820	79
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	0	45	0	1720	863	83

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	905	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	335	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

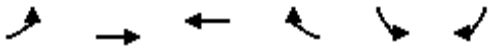
Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	335	-	-
HCM Lane V/C Ratio	-	0.135	-	-
HCM Control Delay (s)	-	17.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	631	107	153	0	0
Future Volume (vph)	0	631	107	153	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.921			
Flt Protected						
Satd. Flow (prot)	0	1825	1767	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1825	1767	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	277		230	
Travel Time (s)		7.2	6.3		5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	686	116	166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	686	282	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	286	77	30	345	43
Future Volume (vph)	24	286	77	30	345	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.985	
Flt Protected		0.996			0.957	
Satd. Flow (prot)	0	1865	1828	0	1756	0
Flt Permitted		0.996			0.957	
Satd. Flow (perm)	0	1865	1828	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		168	315		263	
Travel Time (s)		3.8	7.2		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	311	84	33	375	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	337	117	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	286	77	30	345	43
Future Vol, veh/h	24	286	77	30	345	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	311	84	33	375	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	464	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	556	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	544	954
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	27
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	571
HCM Lane V/C Ratio	0.018	-	-	-	0.739
HCM Control Delay (s)	7.5	0	-	-	27
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	6.3

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	117	1413	779	8	7	49
Future Volume (vph)	117	1413	779	8	7	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
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			0.999			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1643	1697	1679	0	1986	1777
Flt Permitted	0.311				0.950	
Satd. Flow (perm)	538	1697	1679	0	1986	1777
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			53
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)	126	1519	838	9	8	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	1519	847	0	8	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
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	0.86	0.86
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.27	1.02	0.57		0.06	0.31
Control Delay	3.4	38.6	4.3		35.7	15.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.4	38.6	4.3		35.7	15.9
Queue Length 50th (ft)	10	~874	105		4	0
Queue Length 95th (ft)	30	#1174	218		17	33
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	474	1496	1481		390	392
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.27	1.02	0.57		0.02	0.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.6
Natural Cycle: 110
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: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	126	1519	847	8	53
v/c Ratio	0.27	1.02	0.57	0.06	0.31
Control Delay	3.4	38.6	4.3	35.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.4	38.6	4.3	35.7	15.9
Queue Length 50th (ft)	10	~874	105	4	0
Queue Length 95th (ft)	30	#1174	218	17	33
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	474	1496	1481	390	392
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	1.02	0.57	0.02	0.14

Intersection Summary

~ 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.

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	117	1413	779	8	7	49
Future Volume (veh/h)	117	1413	779	8	7	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1864	1835	1820	1820	1921	1921
Adj Flow Rate, veh/h	126	1519	838	9	8	53
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	533	1521	1490	16	79	70
Arrive On Green	0.83	0.83	0.83	0.83	0.04	0.04
Sat Flow, veh/h	648	1835	1797	19	1829	1628
Grp Volume(v), veh/h	126	1519	0	847	8	53
Grp Sat Flow(s),veh/h/ln	648	1835	0	1817	1829	1628
Q Serve(g_s), s	6.1	64.4	0.0	11.7	0.3	2.5
Cycle Q Clear(g_c), s	17.8	64.4	0.0	11.7	0.3	2.5
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	533	1521	0	1506	79	70
V/C Ratio(X)	0.24	1.00	0.00	0.56	0.10	0.75
Avail Cap(c_a), veh/h	533	1521	0	1506	350	311
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	5.0	6.6	0.0	2.1	36.0	37.1
Incr Delay (d2), s/veh	0.1	22.7	0.0	0.3	0.2	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	11.0	0.0	0.4	0.1	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.1	29.3	0.0	2.4	36.2	43.0
LnGrp LOS	A	C	A	A	D	D
Approach Vol, veh/h		1645	847		61	
Approach Delay, s/veh		27.5	2.4		42.1	
Approach LOS		C	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		70.0		8.4		70.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		66.4		4.5		13.7
Green Ext Time (p_c), s		0.0		0.1		3.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	179	1349	280	165	712
Future Volume (vph)	178	179	1349	280	165	712
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
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)	1796	1663	1881	1599	1778	1872
Flt Permitted	0.950				0.036	
Satd. Flow (perm)	1796	1663	1881	1599	67	1872
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		69		79		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.95	0.95	0.97	0.95	0.95	0.97
Adj. Flow (vph)	187	188	1391	295	174	734
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	188	1391	295	174	734
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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	0.98	0.94	0.99	0.99	0.99	0.99
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

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	24.0	106.0	20.0	24.0	130.0
Total Split (%)	13.3%	16.0%	70.7%	13.3%	16.0%	86.7%
Maximum Green (s)	15.0	19.0	101.0	15.0	19.0	125.0
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	1.04	0.43	1.05	0.22	0.78	0.47
Control Delay	142.5	32.9	63.6	2.4	64.0	4.5
Queue Delay	0.0	0.0	18.9	0.0	0.0	0.0
Total Delay	142.5	32.9	82.5	2.4	64.0	4.5
Queue Length 50th (ft)	~197	98	~1493	34	116	160
Queue Length 95th (ft)	#360	170	#1805	62	197	209
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	179	483	1320	1348	272	1560
Starvation Cap Reductn	0	0	111	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	1.04	0.39	1.15	0.22	0.64	0.47

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 130
Control Type: Semi Act-Uncoord
~ 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: 2: NYS Route 208 & Mountain Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	187	188	1391	295	174	734
v/c Ratio	1.04	0.43	1.05	0.22	0.78	0.47
Control Delay	142.5	32.9	63.6	2.4	64.0	4.5
Queue Delay	0.0	0.0	18.9	0.0	0.0	0.0
Total Delay	142.5	32.9	82.5	2.4	64.0	4.5
Queue Length 50th (ft)	~197	98	~1493	34	116	160
Queue Length 95th (ft)	#360	170	#1805	62	197	209
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	179	483	1320	1348	272	1560
Starvation Cap Reductn	0	0	111	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	1.04	0.39	1.15	0.22	0.64	0.47

Intersection Summary

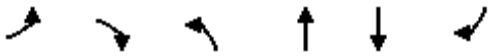
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	178	179	1349	280	165	712
Future Volume (veh/h)	178	179	1349	280	165	712
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2263	2263	1949	1949	1909	1909
Adj Flow Rate, veh/h	187	188	1391	295	174	734
Peak Hour Factor	0.95	0.95	0.97	0.95	0.95	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	216	345	1403	1354	200	1591
Arrive On Green	0.10	0.10	0.72	0.72	0.08	0.83
Sat Flow, veh/h	2156	1918	1949	1651	1818	1909
Grp Volume(v), veh/h	187	188	1391	295	174	734
Grp Sat Flow(s),veh/h/ln	2156	1918	1949	1651	1818	1909
Q Serve(g_s), s	12.8	13.4	104.8	5.9	9.6	15.6
Cycle Q Clear(g_c), s	12.8	13.4	104.8	5.9	9.6	15.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	216	345	1403	1354	200	1591
V/C Ratio(X)	0.87	0.54	0.99	0.22	0.87	0.46
Avail Cap(c_a), veh/h	216	345	1403	1354	285	1591
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	66.5	55.9	20.5	3.0	57.6	3.4
Incr Delay (d2), s/veh	29.1	1.8	22.1	0.4	18.0	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	8.8	6.7	45.8	2.9	7.4	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	95.6	57.7	42.6	3.3	75.6	4.3
LnGrp LOS	F	E	D	A	E	A
Approach Vol, veh/h	375		1686			908
Approach Delay, s/veh	76.6		35.7			18.0
Approach LOS	E		D			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.0	113.0			130.0	20.0
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	19.0	101.0			125.0	15.0
Max Q Clear Time (g_c+I1), s	11.6	106.8			17.6	15.4
Green Ext Time (p_c), s	0.4	0.0			4.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	5	1628	898	1
Future Volume (vph)	1	1	5	1628	898	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	1844	1828	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1686	0	0	1840	1828	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	1					
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			469	414	
Travel Time (s)	8.0			5.8	5.1	
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Adj. Flow (vph)	1	1	5	1678	926	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	1683	927	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
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			
Detector Phase	4		2	2	6	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	10.0		90.0	90.0	90.0	
Total Split (%)	10.0%		90.0%	90.0%	90.0%	
Maximum Green (s)	5.0		85.0	85.0	85.0	
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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.02			1.08	0.60	
Control Delay	39.5			57.4	4.1	
Queue Delay	0.0			0.0	0.3	
Total Delay	39.5			57.4	4.4	
Queue Length 50th (ft)	1			~1202	118	
Queue Length 95th (ft)	8			#1463	175	
Internal Link Dist (ft)	273			389	334	
Turn Bay Length (ft)						
Base Capacity (vph)	85			1564	1553	
Starvation Cap Reductn	0			0	164	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			1.08	0.67	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
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.

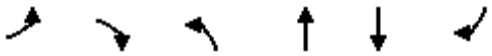
Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	2	1683	927
v/c Ratio	0.02	1.08	0.60
Control Delay	39.5	57.4	4.1
Queue Delay	0.0	0.0	0.3
Total Delay	39.5	57.4	4.4
Queue Length 50th (ft)	1	~1202	118
Queue Length 95th (ft)	8	#1463	175
Internal Link Dist (ft)	273	389	334
Turn Bay Length (ft)			
Base Capacity (vph)	85	1564	1553
Starvation Cap Reductn	0	0	164
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	1.08	0.67

Intersection Summary

~ 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.



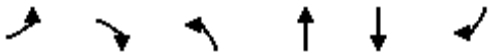
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	5	1628	898	1
Future Volume (veh/h)	1	1	5	1628	898	1
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1847	1847	1904	1904
Adj Flow Rate, veh/h	1	1	5	1678	926	1
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.96
Percent Heavy Veh, %	0	0	2	2	5	5
Cap, veh/h	24	24	38	1582	1632	2
Arrive On Green	0.04	0.04	0.86	0.86	0.86	0.86
Sat Flow, veh/h	588	588	1	1843	1901	2
Grp Volume(v), veh/h	3	0	1683	0	0	927
Grp Sat Flow(s),veh/h/ln	1765	0	1844	0	0	1903
Q Serve(g_s), s	0.2	0.0	20.6	0.0	0.0	13.3
Cycle Q Clear(g_c), s	0.2	0.0	85.0	0.0	0.0	13.3
Prop In Lane	0.33	0.33	0.00			0.00
Lane Grp Cap(c), veh/h	71	0	1620	0	0	1634
V/C Ratio(X)	0.04	0.00	1.04	0.00	0.00	0.57
Avail Cap(c_a), veh/h	89	0	1620	0	0	1634
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	45.7	0.0	7.9	0.0	0.0	1.9
Incr Delay (d2), s/veh	0.2	0.0	33.2	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	14.9	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.9	0.0	41.1	0.0	0.0	2.4
LnGrp LOS	D	A	F	A	A	A
Approach Vol, veh/h	3			1683	927	
Approach Delay, s/veh	45.9			41.1	2.4	
Approach LOS	D			D	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		90.0		9.0		90.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		85.0		5.0		85.0
Max Q Clear Time (g_c+I1), s		87.0		2.2		15.3
Green Ext Time (p_c), s		0.0		0.0		6.6

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



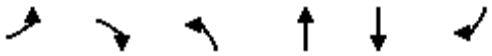
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	427	205	169	1201	772	91
Future Volume (vph)	427	205	169	1201	772	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Storage Length (ft)	150	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1694	1567	1761	1792	1837	1615
Flt Permitted	0.950		0.105			
Satd. Flow (perm)	1694	1567	195	1792	1837	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		83				44
Link Speed (mph)	30			55	55	
Link Distance (ft)	277			832	457	
Travel Time (s)	6.3			10.3	5.7	
Peak Hour Factor	0.97	0.97	0.95	0.97	0.95	0.95
Adj. Flow (vph)	440	211	178	1238	813	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	440	211	178	1238	813	96
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	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	pm+pt	NA	NA	Perm

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	47.0	35.0	35.0	103.0	68.0	68.0
Total Split (%)	31.3%	23.3%	23.3%	68.7%	45.3%	45.3%
Maximum Green (s)	42.0	30.0	30.0	98.0	63.0	63.0
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	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.95	0.31	0.61	1.05	0.85	0.11
Control Delay	84.6	17.5	24.0	65.3	41.4	11.9
Queue Delay	0.0	0.0	0.0	21.2	0.0	0.0
Total Delay	84.6	17.5	24.0	86.5	41.4	11.9
Queue Length 50th (ft)	421	80	63	~1324	670	25
Queue Length 95th (ft)	#631	129	134	#1592	#1043	64
Internal Link Dist (ft)	197			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	479	837	445	1182	960	865
Starvation Cap Reductn	0	0	0	120	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.25	0.40	1.17	0.85	0.11

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 148.5
Natural Cycle: 140
Control Type: Semi Act-Uncoord
~ 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: 4: NYS Route 208 & Museum Village Rd

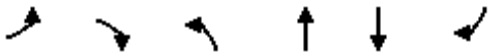


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	440	211	178	1238	813	96
v/c Ratio	0.95	0.31	0.61	1.05	0.85	0.11
Control Delay	84.6	17.5	24.0	65.3	41.4	11.9
Queue Delay	0.0	0.0	0.0	21.2	0.0	0.0
Total Delay	84.6	17.5	24.0	86.5	41.4	11.9
Queue Length 50th (ft)	421	80	63	~1324	670	25
Queue Length 95th (ft)	#631	129	134	#1592	#1043	64
Internal Link Dist (ft)	197			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	479	837	445	1182	960	865
Starvation Cap Reductn	0	0	0	120	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.25	0.40	1.17	0.85	0.11

Intersection Summary

~ 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.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	427	205	169	1201	772	91
Future Volume (veh/h)	427	205	169	1201	772	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1847	1847	1864	1864	2027	2027
Adj Flow Rate, veh/h	440	211	178	1238	813	96
Peak Hour Factor	0.97	0.97	0.95	0.97	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	471	509	327	1239	1161	984
Arrive On Green	0.27	0.27	0.06	0.66	0.57	0.57
Sat Flow, veh/h	1759	1565	1776	1864	2027	1718
Grp Volume(v), veh/h	440	211	178	1238	813	96
Grp Sat Flow(s),veh/h/ln	1759	1565	1776	1864	2027	1718
Q Serve(g_s), s	36.0	15.5	5.8	97.7	42.2	3.7
Cycle Q Clear(g_c), s	36.0	15.5	5.8	97.7	42.2	3.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	471	509	327	1239	1161	984
V/C Ratio(X)	0.93	0.41	0.54	1.00	0.70	0.10
Avail Cap(c_a), veh/h	501	536	586	1239	1161	984
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	52.7	38.8	19.7	24.7	22.5	14.2
Incr Delay (d2), s/veh	24.3	0.5	1.4	25.3	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	14.5	2.2	44.6	19.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.0	39.3	21.1	50.0	26.0	14.4
LnGrp LOS	E	D	C	D	C	B
Approach Vol, veh/h	651			1416	909	
Approach Delay, s/veh	64.8			46.4	24.8	
Approach LOS	E			D	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		103.0		44.5	13.5	89.5
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		98.0		42.0	30.0	63.0
Max Q Clear Time (g_c+I1), s		99.7		38.0	7.8	44.2
Green Ext Time (p_c), s		0.0		1.4	0.7	4.9

Intersection Summary		
HCM 6th Ctrl Delay		43.8
HCM 6th LOS		D

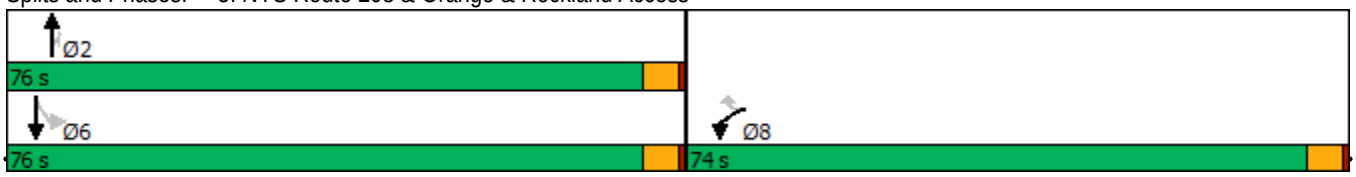
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	6	1375	7	2	995
Future Volume (vph)	5	6	1375	7	2	995
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Grade (%)	-4%		4%			-2%
Storage Length (ft)	0	100		150	120	
Storage Lanes	1	1		1	1	
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)	1739	1373	1790	1319	1519	1828
Flt Permitted	0.950				0.103	
Satd. Flow (perm)	1739	1373	1790	1319	165	1828
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		6		2		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	20%	4%	20%	20%	5%
Adj. Flow (vph)	5	6	1447	7	2	1047
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	6	1447	7	2	1047
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	
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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	74.0	74.0	76.0	76.0	76.0	76.0
Total Split (%)	49.3%	49.3%	50.7%	50.7%	50.7%	50.7%
Maximum Green (s)	69.0	69.0	71.0	71.0	71.0	71.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.05	0.06	0.84	0.01	0.01	0.59
Control Delay	43.8	27.7	8.6	0.7	1.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	27.7	8.6	0.7	1.0	2.6
Queue Length 50th (ft)	3	0	0	0	0	0
Queue Length 95th (ft)	15	13	#1214	2	1	275
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1288	1019	1732	1276	160	1769
Starvation Cap Reductn	0	0	0	0	0	46
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.84	0.01	0.01	0.61

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 93.3
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & Orange & Rockland Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	6	1447	7	2	1047
v/c Ratio	0.05	0.06	0.84	0.01	0.01	0.59
Control Delay	43.8	27.7	8.6	0.7	1.0	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	27.7	8.6	0.7	1.0	2.6
Queue Length 50th (ft)	3	0	0	0	0	0
Queue Length 95th (ft)	15	13	#1214	2	1	275
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1288	1019	1732	1276	160	1769
Starvation Cap Reductn	0	0	0	0	0	46
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.84	0.01	0.01	0.61

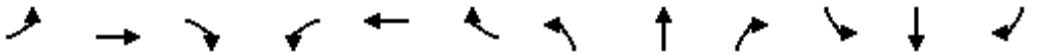
Intersection Summary

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	6	1375	7	2	995
Future Volume (veh/h)	5	6	1375	7	2	995
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1827	1757	1746	1509	1678	1904
Adj Flow Rate, veh/h	5	6	1447	7	2	1047
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	20	20	4	20	20	5
Cap, veh/h	19	16	1514	1109	162	1651
Arrive On Green	0.01	0.01	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1740	1489	1746	1279	328	1904
Grp Volume(v), veh/h	5	6	1447	7	2	1047
Grp Sat Flow(s),veh/h/ln	1740	1489	1746	1279	328	1904
Q Serve(g_s), s	0.2	0.3	52.6	0.1	0.4	13.3
Cycle Q Clear(g_c), s	0.2	0.3	52.6	0.1	53.0	13.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	19	16	1514	1109	162	1651
V/C Ratio(X)	0.27	0.37	0.96	0.01	0.01	0.63
Avail Cap(c_a), veh/h	1467	1255	1514	1109	162	1651
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	40.2	40.2	4.2	0.7	24.8	1.6
Incr Delay (d2), s/veh	7.3	13.7	14.7	0.0	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	6.2	0.0	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.5	53.9	18.9	0.7	24.9	3.5
LnGrp LOS	D	D	B	A	C	A
Approach Vol, veh/h	11		1454			1049
Approach Delay, s/veh	51.0		18.9			3.5
Approach LOS	D		B			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		76.0			76.0	5.9
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		71.0			71.0	69.0
Max Q Clear Time (g_c+I1), s		54.6			55.0	2.3
Green Ext Time (p_c), s		10.9			6.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B



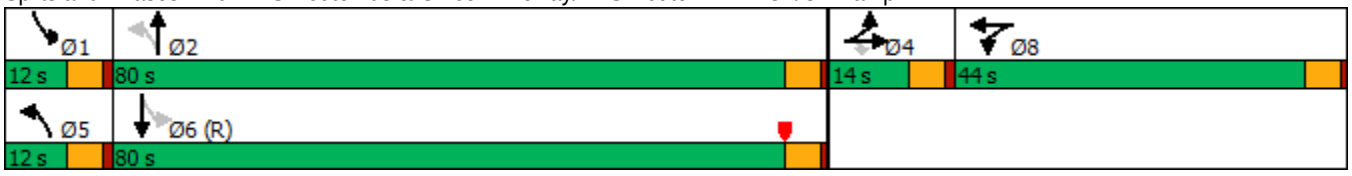
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	34	89	406	23	714	49	617	401	198	754	28
Future Volume (vph)	58	34	89	406	23	714	49	617	401	198	754	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	125		300	150		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.995	
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	1583	1787	1881	1599	1796	1854	1607	1743	1657	0
Flt Permitted		0.970		0.950			0.114			0.216		
Satd. Flow (perm)	0	1807	1583	1787	1881	1599	216	1854	1607	396	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			521			203		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	5%	2%
Adj. Flow (vph)	61	36	94	427	24	752	52	649	422	208	794	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	94	427	24	752	52	649	422	208	823	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			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	14.0	14.0	14.0	44.0	44.0		12.0	80.0		12.0	80.0	
Total Split (%)	9.3%	9.3%	9.3%	29.3%	29.3%		8.0%	53.3%		8.0%	53.3%	
Maximum Green (s)	9.0	9.0	9.0	39.0	39.0		7.0	75.0		7.0	75.0	
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	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.90	0.51	0.92	0.05	0.47	0.24	0.69	0.26	0.65	0.94	
Control Delay		130.8	22.5	79.1	42.3	1.0	19.0	45.9	0.1	24.8	53.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		130.8	22.5	79.1	42.3	1.0	19.0	45.9	0.1	24.8	53.2	
Queue Length 50th (ft)		96	0	401	18	0	32	569	0	90	782	
Queue Length 95th (ft)		#211	60	#590	43	0	m31	m577	m0	134	#1086	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100	125		300	150		
Base Capacity (vph)		108	183	488	489	1599	220	940	1607	322	877	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.90	0.51	0.88	0.05	0.47	0.24	0.69	0.26	0.65	0.94	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 1 (1%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

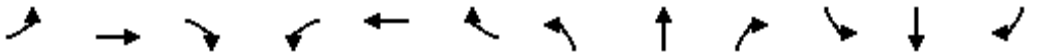
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	97	94	427	24	752	52	649	422	208	823
v/c Ratio	0.90	0.51	0.92	0.05	0.47	0.24	0.69	0.26	0.65	0.94
Control Delay	130.8	22.5	79.1	42.3	1.0	19.0	45.9	0.1	24.8	53.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.8	22.5	79.1	42.3	1.0	19.0	45.9	0.1	24.8	53.2
Queue Length 50th (ft)	96	0	401	18	0	32	569	0	90	782
Queue Length 95th (ft)	#211	60	#590	43	0	m31	m577	m0	134	#1086
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100	125		300	150	
Base Capacity (vph)	108	183	488	489	1599	220	940	1607	322	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.51	0.88	0.05	0.47	0.24	0.69	0.26	0.65	0.94

Intersection Summary

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	34	89	406	23	714	49	617	401	198	754	28
Future Volume (veh/h)	58	34	89	406	23	714	49	617	401	198	754	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1949	1949	1949	1988	1958	1988	1817	1773	1773
Adj Flow Rate, veh/h	61	36	94	427	24	0	52	649	0	208	794	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	2	2	5	5
Cap, veh/h	68	40	95	471	468		202	979		354	889	32
Arrive On Green	0.07	0.06	0.06	0.25	0.24	0.00	0.04	0.50	0.00	0.06	0.52	0.52
Sat Flow, veh/h	1140	673	1585	1856	1949	1651	1893	1958	1685	1731	1700	62
Grp Volume(v), veh/h	97	0	94	427	24	0	52	649	0	208	0	823
Grp Sat Flow(s),veh/h/ln	1813	0	1585	1856	1949	1651	1893	1958	1685	1731	0	1762
Q Serve(g_s), s	8.0	0.0	8.9	33.5	1.4	0.0	1.9	37.2	0.0	8.5	0.0	62.7
Cycle Q Clear(g_c), s	8.0	0.0	8.9	33.5	1.4	0.0	1.9	37.2	0.0	8.5	0.0	62.7
Prop In Lane	0.63		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	109	0	95	471	468		202	979		354	0	921
V/C Ratio(X)	0.89	0.00	0.99	0.91	0.05		0.26	0.66		0.59	0.00	0.89
Avail Cap(c_a), veh/h	109	0	95	507	507		245	979		354	0	921
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	0.00	0.23	0.23	0.00	0.78	0.00	0.78
Uniform Delay (d), s/veh	69.4	0.0	70.4	54.3	43.8	0.0	28.2	28.0	0.0	21.6	0.0	32.0
Incr Delay (d2), s/veh	52.5	0.0	88.2	18.3	0.0	0.0	0.2	0.8	0.0	2.0	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	6.0	18.0	0.7	0.0	0.8	16.6	0.0	3.3	0.0	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.9	0.0	158.6	72.6	43.8	0.0	28.4	28.9	0.0	23.6	0.0	42.5
LnGrp LOS	F	A	F	E	D		C	C		C	A	D
Approach Vol, veh/h		191			451	A		701	A		1031	
Approach Delay, s/veh		140.0			71.1			28.8			38.7	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	80.0		14.0	8.5	83.5		41.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	75.0		9.0	7.0	75.0		39.0				
Max Q Clear Time (g_c+I1), s	10.5	39.2		10.9	3.9	64.7		35.5				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	3.4		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		50.1	
HCM 6th LOS		D	

Notes

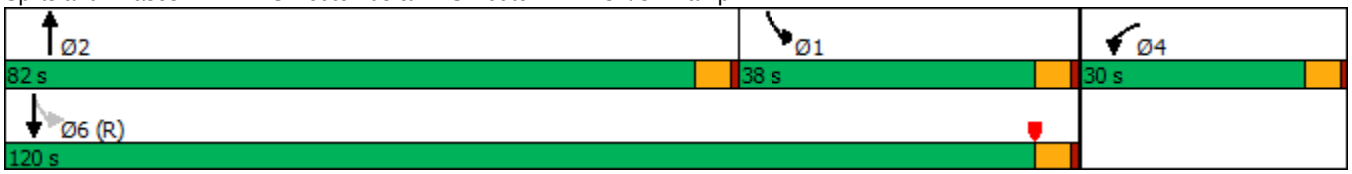
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	178	204	858	224	379	864
Future Volume (vph)	178	204	858	224	379	864
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	200	
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	0.928			0.850		
Flt Protected	0.977				0.950	
Satd. Flow (prot)	1697	0	1853	1575	1787	1881
Flt Permitted	0.977				0.061	
Satd. Flow (perm)	1697	0	1853	1575	115	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	33			119		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	185	213	894	233	395	900
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	0	894	233	395	900
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

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)	30.0		82.0		38.0	120.0
Total Split (%)	20.0%		54.7%		25.3%	80.0%
Maximum Green (s)	25.0		77.0		33.0	115.0
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		-1.5	0.0
Total Lost Time (s)	5.0		5.0		3.5	5.0
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	1.28		0.94	0.15	0.84	0.62
Control Delay	194.1		52.6	0.2	57.2	12.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	194.1		52.6	0.2	57.2	12.4
Queue Length 50th (ft)	~466		804	0	295	496
Queue Length 95th (ft)	#682		#1108	0	m339	m556
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450	200	
Base Capacity (vph)	310		951	1575	473	1442
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	1.28		0.94	0.15	0.84	0.62

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 106.4 (71%), Referenced to phase 6:SBTL, 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: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



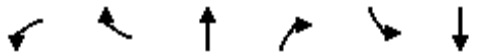
Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	398	894	233	395	900
v/c Ratio	1.28	0.94	0.15	0.84	0.62
Control Delay	194.1	52.6	0.2	57.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	194.1	52.6	0.2	57.2	12.4
Queue Length 50th (ft)	~466	804	0	295	496
Queue Length 95th (ft)	#682	#1108	0	m339	m556
Internal Link Dist (ft)	430	591			1318
Turn Bay Length (ft)			450	200	
Base Capacity (vph)	310	951	1575	473	1442
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	1.28	0.94	0.15	0.84	0.62

Intersection Summary

~ 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.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	178	204	858	224	379	864
Future Volume (veh/h)	178	204	858	224	379	864
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1939	1939	1864	1864	1949	1949
Adj Flow Rate, veh/h	185	0	894	0	395	900
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	210		957		508	1494
Arrive On Green	0.12	0.00	0.51	0.00	0.23	0.77
Sat Flow, veh/h	1800	0	1864	1580	1856	1949
Grp Volume(v), veh/h	186	0	894	0	395	900
Grp Sat Flow(s),veh/h/ln	1810	0	1864	1580	1856	1949
Q Serve(g_s), s	15.2	0.0	67.2	0.0	22.9	30.0
Cycle Q Clear(g_c), s	15.2	0.0	67.2	0.0	22.9	30.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	211		957		508	1494
V/C Ratio(X)	0.88		0.93		0.78	0.60
Avail Cap(c_a), veh/h	302		957		508	1494
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	0.31	0.31
Uniform Delay (d), s/veh	65.2	0.0	34.1	0.0	50.6	7.6
Incr Delay (d2), s/veh	14.6	0.0	17.0	0.0	2.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	32.4	0.0	12.9	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.8	0.0	51.1	0.0	52.8	8.2
LnGrp LOS	E		D		D	A
Approach Vol, veh/h	186	A	894	A		1295
Approach Delay, s/veh	79.8		51.1			21.8
Approach LOS	E		D			C

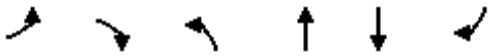
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	38.0	82.0		22.5		120.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	33.0	77.0		25.0		115.0
Max Q Clear Time (g_c+I1), s	24.9	69.2		17.2		32.0
Green Ext Time (p_c), s	0.7	2.0		0.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	43	0	1634	820	79
Future Volume (vph)	0	43	0	1634	820	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.988	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1873	1783	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1873	1783	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	386			107	469	
Travel Time (s)	8.8			1.3	5.8	
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)	0	45	0	1720	863	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	45	0	1720	946	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

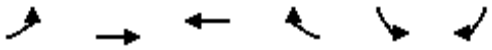
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	0	1634	820	79
Future Vol, veh/h	0	43	0	1634	820	79
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	5	2
Mvmt Flow	0	45	0	1720	863	83

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	905	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	335	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

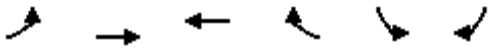
Approach	EB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	335	-	-
HCM Lane V/C Ratio	-	0.135	-	-
HCM Control Delay (s)	-	17.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	631	107	153	0	0
Future Volume (vph)	0	631	107	153	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.921			
Flt Protected						
Satd. Flow (prot)	0	1825	1767	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1825	1767	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		315	277		230	
Travel Time (s)		7.2	6.3		5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	686	116	166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	686	282	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	286	77	30	345	43
Future Volume (vph)	24	286	77	30	345	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.962		0.985	
Flt Protected		0.996			0.957	
Satd. Flow (prot)	0	1865	1828	0	1756	0
Flt Permitted		0.996			0.957	
Satd. Flow (perm)	0	1865	1828	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		168	315		263	
Travel Time (s)		3.8	7.2		6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	311	84	33	375	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	337	117	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

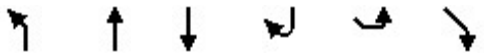
Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	286	77	30	345	43
Future Vol, veh/h	24	286	77	30	345	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	311	84	33	375	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	464	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	556	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	544	954
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	27
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	571
HCM Lane V/C Ratio	0.018	-	-	-	0.739
HCM Control Delay (s)	7.5	0	-	-	27
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	6.3



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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1313	620
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	966	-	-	-	152	475
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	966	-	-	-	145	475
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	463	-

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

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	32	625	31	22	653
Future Volume (vph)	27	32	625	31	22	653
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	0.927		0.994			
Flt Protected	0.978					0.998
Satd. Flow (prot)	1634	0	1883	0	0	1906
Flt Permitted	0.978					0.998
Satd. Flow (perm)	1634	0	1883	0	0	1906
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	29	34	672	33	24	702
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	705	0	0	726
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	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	32	625	31	22	653
Future Vol, veh/h	27	32	625	31	22	653
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	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	29	34	672	33	24	702

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1439	689	0	0	705	0
Stage 1	689	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	329	518	-	-	902	-
Stage 1	736	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	518	-	-	902	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	713	-	-	-	-	-

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

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	6	651	676	4
Future Volume (vph)	5	6	6	651	676	4
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	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	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	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	715	743	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	722	747	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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	6	651	676	4
Future Vol, veh/h	5	6	6	651	676	4
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	715	743	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	745	747	0	-	0
Stage 1	745	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	130	409	870	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	409	870	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	462	-	-	-	-	-

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

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	12	8	574	610	72
Future Volume (vph)	83	12	8	574	610	72
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	0.983				0.986	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1661	0	0	1808	1827	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1661	0	0	1808	1827	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	85	12	8	586	622	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	594	695	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	12	8	574	610	72
Future Vol, veh/h	83	12	8	574	610	72
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	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	85	12	8	586	622	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1261	659	695	0	-	0
Stage 1	659	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	164	421	910	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	421	910	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	513	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	910	-	176	-	-
HCM Lane V/C Ratio	0.009	-	0.551	-	-
HCM Control Delay (s)	9	0	48	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	2.9	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	580	2	2	620
Future Volume (vph)	2	2	580	2	2	620
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	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	592	2	2	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	592	2	2	633
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

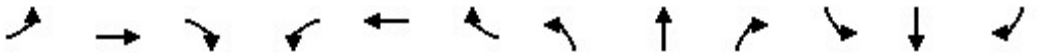
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	580	2	2	620
Future Vol, veh/h	2	2	580	2	2	620
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	592	2	2	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1229	592	0	0	594	0
Stage 1	592	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	261	545	-	-	992	-
Stage 1	635	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	545	-	-	992	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	611	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	352	992	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	15.3	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

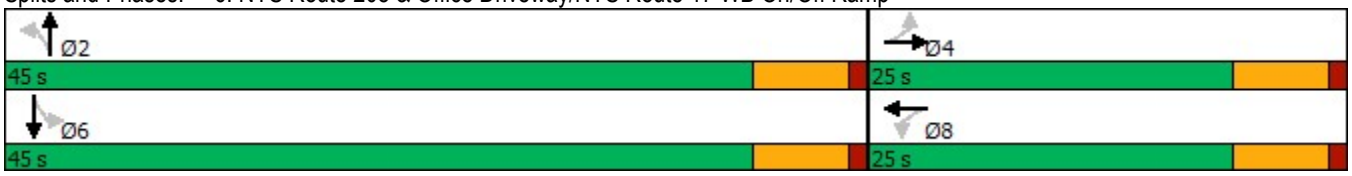


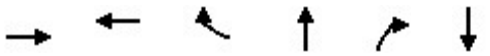
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	3	13	156	2	226	8	346	192	73	548	1
Future Volume (vph)	10	3	13	156	2	226	8	346	192	73	548	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.932				0.850			0.850			
Flt Protected		0.981			0.953			0.999			0.994	
Satd. Flow (prot)	0	1611	0	0	1776	1631	0	1890	1607	0	1715	0
Flt Permitted		0.841			0.710			0.987			0.918	
Satd. Flow (perm)	0	1381	0	0	1323	1631	0	1867	1607	0	1584	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				231			196			
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	10	3	13	159	2	231	8	353	196	74	559	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	161	231	0	361	196	0	634	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	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)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.10			0.64	0.14		0.28	0.12		0.59	
Control Delay		14.8			35.6	0.2		7.0	0.2		11.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		14.8			35.6	0.2		7.0	0.2		11.3	
Queue Length 50th (ft)		4			57	0		56	0		133	
Queue Length 95th (ft)		21			111	0		126	0		306	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		421			395	1631		1275	1607		1082	
Starvation Cap Reductn		0			0	0		0	0		0	
Spillback Cap Reductn		0			0	0		0	0		0	
Storage Cap Reductn		0			0	0		0	0		0	
Reduced v/c Ratio		0.06			0.41	0.14		0.28	0.12		0.59	

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

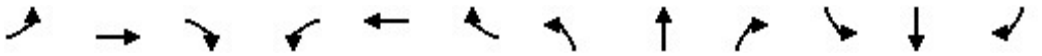
Splits and Phases: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp





Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	26	161	231	361	196	634
v/c Ratio	0.10	0.64	0.14	0.28	0.12	0.59
Control Delay	14.8	35.6	0.2	7.0	0.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	35.6	0.2	7.0	0.2	11.3
Queue Length 50th (ft)	4	57	0	56	0	133
Queue Length 95th (ft)	21	111	0	126	0	306
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	421	395	1631	1275	1607	1082
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.41	0.14	0.28	0.12	0.59

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	3	13	156	2	226	8	346	192	73	548	1
Future Volume (veh/h)	10	3	13	156	2	226	8	346	192	73	548	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1979	1979	1979	1988	1988	1988	1832	1832	1832
Adj Flow Rate, veh/h	10	3	13	159	2	0	8	353	0	74	559	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	145	52	112	318	2		71	1304		158	1053	2
Arrive On Green	0.17	0.13	0.13	0.17	0.13	0.00	0.70	0.66	0.00	0.70	0.66	0.66
Sat Flow, veh/h	456	397	853	1496	19	1677	12	1962	1685	134	1585	3
Grp Volume(v), veh/h	26	0	0	161	0	0	361	0	0	634	0	0
Grp Sat Flow(s),veh/h/ln	1706	0	0	1514	0	1677	1974	0	1685	1722	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	5.7	0.0	0.0	4.3	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.38		0.50	0.99		1.00	0.02		1.00	0.12		0.00
Lane Grp Cap(c), veh/h	366	0	0	372	0		1442	0		1271	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.43	0.00		0.25	0.00		0.50	0.00	0.00
Avail Cap(c_a), veh/h	668	0	0	658	0		1442	0		1271	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	22.2	0.0	0.0	23.6	0.0	0.0	4.0	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.0	0.6	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	23.9	0.0	0.0	4.4	0.0	0.0	6.3	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		A	A	A
Approach Vol, veh/h		26			161	A		361	A		634	
Approach Delay, s/veh		22.2			23.9			4.4			6.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		13.7		45.0		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		2.8		0.0		7.7				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

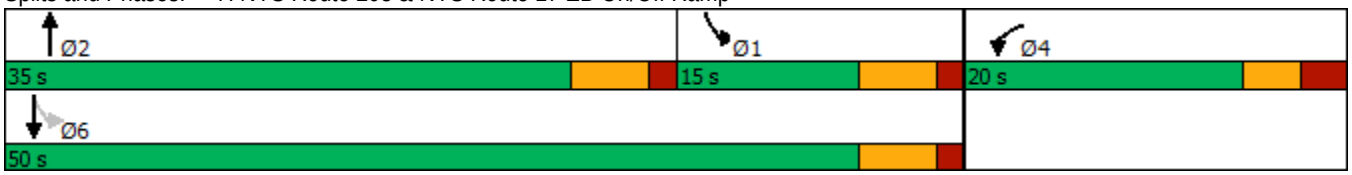
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

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			1398
Travel Time (s)	11.6		8.3			17.3
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)	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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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

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			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	32	843	807	10	8	70
Future Volume (vph)	32	843	807	10	8	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.879	
Flt Protected		0.998			0.995	
Satd. Flow (prot)	0	1728	1744	0	1864	0
Flt Permitted		0.998			0.995	
Satd. Flow (perm)	0	1728	1744	0	1864	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	32	852	815	10	8	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	884	825	0	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	32	843	807	10	8	70
Future Vol, veh/h	32	843	807	10	8	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	32	852	815	10	8	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	825	0	-	0	1736	820
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	916	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	814	-	-	-	80	361
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	814	-	-	-	74	361
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	355	-

Approach	NB	SB	SE
HCM Control Delay, s	0.4	0	25
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	814	-	258	-	-
HCM Lane V/C Ratio	0.04	-	0.305	-	-
HCM Control Delay (s)	9.6	0	25	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	104	794	35	83	811
Future Volume (vph)	31	104	794	35	83	811
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	0.896		0.994			
Flt Protected	0.989					0.995
Satd. Flow (prot)	1553	0	1884	0	0	1900
Flt Permitted	0.989					0.995
Satd. Flow (perm)	1553	0	1884	0	0	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	33	112	854	38	89	872
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	0	892	0	0	961
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	

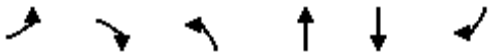
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	104	794	35	83	811
Future Vol, veh/h	31	104	794	35	83	811
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	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	33	112	854	38	89	872

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1923	873	0	0	892	0
Stage 1	873	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	217	426	-	-	769	-
Stage 1	669	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	426	-	-	769	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.8	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	315	769	-
HCM Lane V/C Ratio	-	-	0.461	0.116	-
HCM Control Delay (s)	-	-	25.8	10.3	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0.4	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	6	824	837	4
Future Volume (vph)	5	6	6	824	837	4
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	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1898	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	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	905	920	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	912	924	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

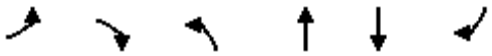
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	6	824	837	4
Future Vol, veh/h	5	6	6	824	837	4
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	905	920	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1841	922	924	0	-	0
Stage 1	922	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	322	748	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	322	748	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	748	-	129	-	-
HCM Lane V/C Ratio	0.009	-	0.094	-	-
HCM Control Delay (s)	9.9	0	35.8	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	85	12	8	744	769	74
Future Volume (vph)	85	12	8	744	769	74
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	0.984				0.988	
Flt Protected	0.958			0.999		
Satd. Flow (prot)	1663	0	0	1808	1831	0
Flt Permitted	0.958			0.999		
Satd. Flow (perm)	1663	0	0	1808	1831	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	241			832	457	
Travel Time (s)	5.5			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	87	12	8	759	785	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	0	767	861	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	85	12	8	744	769	74
Future Vol, veh/h	85	12	8	744	769	74
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	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	87	12	8	759	785	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1598	823	861	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	99	334	789	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	334	789	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	144.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	789	-	106	-	-
HCM Lane V/C Ratio	0.01	-	0.934	-	-
HCM Control Delay (s)	9.6	0	144.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	5.7	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	750	2	2	780
Future Volume (vph)	2	2	750	2	2	780
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	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	765	2	2	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	765	2	2	796
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

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	750	2	2	780
Future Vol, veh/h	2	2	750	2	2	780
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	765	2	2	796

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1565	765	0	0	767	0
Stage 1	765	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	443	-	-	856	-
Stage 1	549	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	443	-	-	856	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	251	856	-
HCM Lane V/C Ratio	-	-	0.016	0.002	-
HCM Control Delay (s)	-	-	19.6	9.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

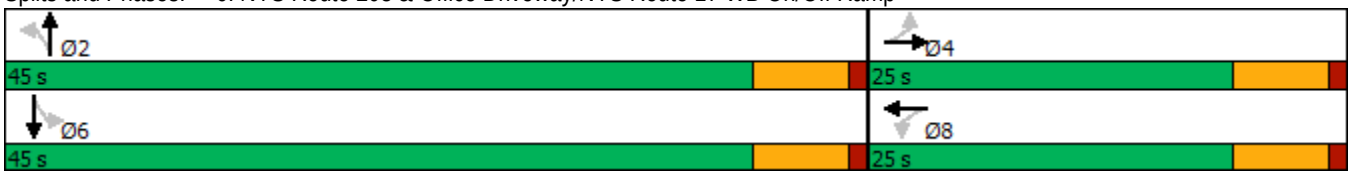
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	51	195	21	285	51	432	223	104	651	34
Future Volume (vph)	40	20	51	195	21	285	51	432	223	104	651	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.994	
Flt Protected		0.982			0.957			0.995			0.993	
Satd. Flow (prot)	0	1631	0	0	1788	1631	0	1885	1607	0	1703	0
Flt Permitted		0.797			0.742			0.870			0.873	
Satd. Flow (perm)	0	1324	0	0	1386	1631	0	1648	1607	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				291			228		5	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	41	20	52	199	21	291	52	441	228	106	664	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	220	291	0	493	228	0	805	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

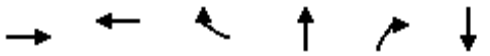
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.34			0.73	0.18		0.50	0.14		0.90	
Control Delay		15.6			38.2	0.2		10.7	0.2		29.0	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.6			38.2	0.2		10.7	0.2		29.0	
Queue Length 50th (ft)		20			82	0		103	0		253	
Queue Length 95th (ft)		58			150	0		201	0		#562	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		422			404	1631		985	1607		897	
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		0.27			0.54	0.18		0.50	0.14		0.90	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.5
Natural Cycle: 65
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

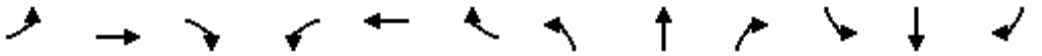




Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	113	220	291	493	228	805
v/c Ratio	0.34	0.73	0.18	0.50	0.14	0.90
Control Delay	15.6	38.2	0.2	10.7	0.2	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	38.2	0.2	10.7	0.2	29.0
Queue Length 50th (ft)	20	82	0	103	0	253
Queue Length 95th (ft)	58	150	0	201	0	#562
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	422	404	1631	985	1607	897
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	0.27	0.54	0.18	0.50	0.14	0.90

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	51	195	21	285	51	432	223	104	651	34
Future Volume (veh/h)	40	20	51	195	21	285	51	432	223	104	651	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1979	1979	1979	1988	1988	1988	1832	1832	1832
Adj Flow Rate, veh/h	41	20	52	199	21	0	52	441	0	106	664	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	157	77	131	346	25		139	1101		172	909	46
Arrive On Green	0.20	0.16	0.16	0.20	0.16	0.00	0.67	0.64	0.00	0.67	0.64	0.64
Sat Flow, veh/h	466	468	796	1422	150	1677	116	1722	1685	164	1423	72
Grp Volume(v), veh/h	113	0	0	220	0	0	493	0	0	805	0	0
Grp Sat Flow(s),veh/h/ln	1729	0	0	1572	0	1677	1838	0	1685	1659	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	7.6	0.0	0.0	7.1	0.0	0.0	18.5	0.0	0.0
Prop In Lane	0.36		0.46	0.90		1.00	0.11		1.00	0.13		0.04
Lane Grp Cap(c), veh/h	421	0	0	422	0		1300	0		1182	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.52	0.00		0.38	0.00		0.68	0.00	0.00
Avail Cap(c_a), veh/h	653	0	0	635	0		1300	0		1182	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	22.4	0.0	0.0	23.4	0.0	0.0	5.2	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.8	0.0	0.0	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.6	0.0	0.0	1.3	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	23.7	0.0	0.0	6.0	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		B	A	A
Approach Vol, veh/h		113			220	A		493	A		805	
Approach Delay, s/veh		22.6			23.7			6.0			10.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		16.0		45.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		5.4		0.0		9.6				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									

Notes

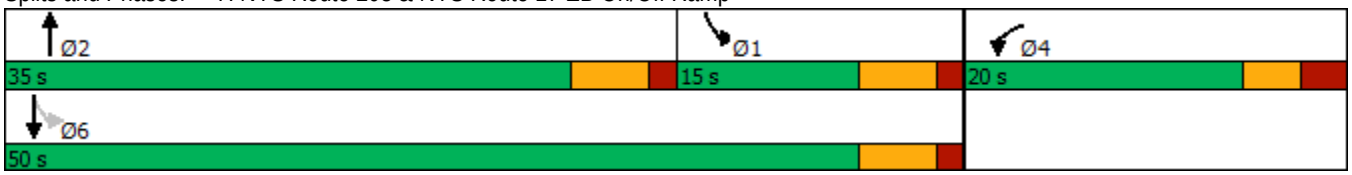
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	83	605	212	337	563
Future Volume (vph)	92	83	605	212	337	563
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	0.936			0.850		
Flt Protected	0.974					0.982
Satd. Flow (prot)	1614	0	1853	1560	0	1861
Flt Permitted	0.974					0.535
Satd. Flow (perm)	1614	0	1853	1560	0	1014
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	58			226		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	98	88	644	226	359	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	644	226	0	958
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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
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	0.65		0.51	0.14		1.38
Control Delay	28.9		7.4	0.2		198.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	28.9		7.4	0.2		198.4
LOS	C		A	A		F
Approach Delay	28.9		5.5			198.4
Approach LOS	C		A			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 65.2			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay: 99.4		Intersection LOS: F	
Intersection Capacity Utilization 104.0%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	32	843	807	10	8	70
Future Volume (vph)	32	843	807	10	8	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
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)	1676	1730	1744	0	2025	1812
Flt Permitted	0.271				0.950	
Satd. Flow (perm)	478	1730	1744	0	2025	1812
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			71
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	32	852	815	10	8	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	852	825	0	8	71
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
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	0.86	0.86
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.08	0.62	0.60		0.02	0.19
Control Delay	3.5	6.9	6.4		19.8	8.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.5	6.9	6.4		19.8	8.3
Queue Length 50th (ft)	2	101	95		2	0
Queue Length 95th (ft)	9	240	220		13	30
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	478	1730	1744		1071	991
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	0.07	0.49	0.47		0.01	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 35.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	32	852	825	8	71
v/c Ratio	0.08	0.62	0.60	0.02	0.19
Control Delay	3.5	6.9	6.4	19.8	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.5	6.9	6.4	19.8	8.3
Queue Length 50th (ft)	2	101	95	2	0
Queue Length 95th (ft)	9	240	220	13	30
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	478	1730	1744	1071	991
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	0.07	0.49	0.47	0.01	0.07

Intersection Summary

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	32	843	807	10	8	70
Future Volume (veh/h)	32	843	807	10	8	70
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1894	1864	1879	1879	1952	1952
Adj Flow Rate, veh/h	32	852	815	10	8	71
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	429	1072	1065	13	101	90
Arrive On Green	0.58	0.58	0.58	0.58	0.05	0.05
Sat Flow, veh/h	672	1864	1852	23	1859	1654
Grp Volume(v), veh/h	32	852	0	825	8	71
Grp Sat Flow(s),veh/h/ln	672	1864	0	1875	1859	1654
Q Serve(g_s), s	1.0	9.7	0.0	9.0	0.1	1.1
Cycle Q Clear(g_c), s	10.0	9.7	0.0	9.0	0.1	1.1
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	429	1072	0	1078	101	90
V/C Ratio(X)	0.07	0.79	0.00	0.76	0.08	0.79
Avail Cap(c_a), veh/h	1661	4489	0	4515	1033	919
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	8.2	4.5	0.0	4.4	12.1	12.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.4	0.1	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.1	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.2	5.0	0.0	4.8	12.2	18.3
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		884	825		79	
Approach Delay, s/veh		5.1	4.8		17.6	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		20.5		6.5		20.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		12.0		3.1		11.0
Green Ext Time (p_c), s		3.5		0.1		3.0

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	104	794	35	83	811
Future Volume (vph)	31	104	794	35	83	811
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
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)	1832	1501	1900	1524	1814	1909
Flt Permitted	0.950				0.244	
Satd. Flow (perm)	1832	1501	1900	1524	466	1909
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		112		22		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	33	112	854	38	89	872
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	112	854	38	89	872
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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	0.98	0.94	0.99	0.99	0.99	0.99
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

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)	44.0	17.0	79.0	44.0	17.0	96.0
Total Split (%)	31.4%	12.1%	56.4%	31.4%	12.1%	68.6%
Maximum Green (s)	39.0	12.0	74.0	39.0	12.0	91.0
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	0.26	0.34	0.60	0.03	0.19	0.53
Control Delay	52.7	10.2	9.1	0.8	2.5	3.8
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	52.7	10.2	9.4	0.8	2.5	3.8
Queue Length 50th (ft)	22	0	246	1	7	128
Queue Length 95th (ft)	54	47	394	5	17	215
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	673	401	1424	1524	552	1657
Starvation Cap Reductn	0	0	150	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	0.05	0.28	0.67	0.02	0.16	0.53

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 106.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 2: NYS Route 208 & Mountain Rd

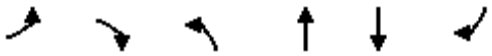
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	33	112	854	38	89	872
v/c Ratio	0.26	0.34	0.60	0.03	0.19	0.53
Control Delay	52.7	10.2	9.1	0.8	2.5	3.8
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	52.7	10.2	9.4	0.8	2.5	3.8
Queue Length 50th (ft)	22	0	246	1	7	128
Queue Length 95th (ft)	54	47	394	5	17	215
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	673	401	1424	1524	552	1657
Starvation Cap Reductn	0	0	150	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	0.05	0.28	0.67	0.02	0.16	0.53

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	31	104	794	35	83	811	
Future Volume (veh/h)	31	104	794	35	83	811	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	2293	2098	1964	1874	1939	1939	
Adj Flow Rate, veh/h	33	112	854	38	89	872	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %	0	13	1	7	0	0	
Cap, veh/h	183	209	1466	1318	484	1601	
Arrive On Green	0.08	0.08	0.75	0.75	0.03	0.83	
Sat Flow, veh/h	2184	1778	1964	1588	1847	1939	
Grp Volume(v), veh/h	33	112	854	38	89	872	
Grp Sat Flow(s),veh/h/ln	2184	1778	1964	1588	1847	1939	
Q Serve(g_s), s	1.5	6.5	21.5	0.5	1.1	15.7	
Cycle Q Clear(g_c), s	1.5	6.5	21.5	0.5	1.1	15.7	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	183	209	1466	1318	484	1601	
V/C Ratio(X)	0.18	0.54	0.58	0.03	0.18	0.54	
Avail Cap(c_a), veh/h	773	689	1466	1318	623	1601	
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	47.0	45.8	6.3	1.6	5.3	3.0	
Incr Delay (d2), s/veh	0.5	2.1	1.7	0.0	0.2	1.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.9	3.0	6.4	0.2	0.3	2.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	47.5	47.9	8.0	1.7	5.4	4.4	
LnGrp LOS	D	D	A	A	A	A	
Approach Vol, veh/h	145		892			961	
Approach Delay, s/veh	47.8		7.7			4.5	
Approach LOS	D		A			A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	87.3			96.0	14.2
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	12.0	74.0			91.0	39.0
Max Q Clear Time (g_c+I1), s	3.1	23.5			17.7	8.5
Green Ext Time (p_c), s	0.2	5.8			5.8	0.8

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	6	824	837	4
Future Volume (vph)	5	6	6	824	837	4
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	0.921				0.999	
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1898	0
Flt Permitted	0.980			0.993		
Satd. Flow (perm)	1706	0	0	1831	1898	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			377	414	
Travel Time (s)	8.0			4.7	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	905	920	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	912	924	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
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			
Detector Phase	4		2	2	6	

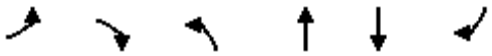
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.05			0.81	0.79	
Control Delay	16.3			12.5	11.5	
Queue Delay	0.0			0.0	0.1	
Total Delay	16.3			12.5	11.6	
Queue Length 50th (ft)	1			123	122	
Queue Length 95th (ft)	14			248	240	
Internal Link Dist (ft)	273			297	334	
Turn Bay Length (ft)						
Base Capacity (vph)	661			1831	1898	
Starvation Cap Reductn	0			0	212	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.50	0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 43.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	12	912	924
v/c Ratio	0.05	0.81	0.79
Control Delay	16.3	12.5	11.5
Queue Delay	0.0	0.0	0.1
Total Delay	16.3	12.5	11.6
Queue Length 50th (ft)	1	123	122
Queue Length 95th (ft)	14	248	240
Internal Link Dist (ft)	273	297	334
Turn Bay Length (ft)			
Base Capacity (vph)	661	1831	1898
Starvation Cap Reductn	0	0	212
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.50	0.55

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	6	6	824	837	4
Future Volume (veh/h)	5	6	6	824	837	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1847	1847	1964	1964
Adj Flow Rate, veh/h	5	7	7	905	920	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	73	102	103	1124	1196	5
Arrive On Green	0.11	0.11	0.61	0.61	0.61	0.61
Sat Flow, veh/h	655	917	3	1836	1954	8
Grp Volume(v), veh/h	13	0	912	0	0	924
Grp Sat Flow(s),veh/h/ln	1702	0	1840	0	0	1962
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	12.5
Cycle Q Clear(g_c), s	0.2	0.0	13.7	0.0	0.0	12.5
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	189	0	1227	0	0	1201
V/C Ratio(X)	0.07	0.00	0.74	0.00	0.00	0.77
Avail Cap(c_a), veh/h	755	0	3841	0	0	4023
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	14.4	0.0	5.4	0.0	0.0	5.1
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.0	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.5	0.0	6.3	0.0	0.0	6.2
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	13			912	924	
Approach Delay, s/veh	14.5			6.3	6.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		27.1		9.0		27.1
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		15.7		2.2		14.5
Green Ext Time (p_c), s		6.4		0.0		6.5

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

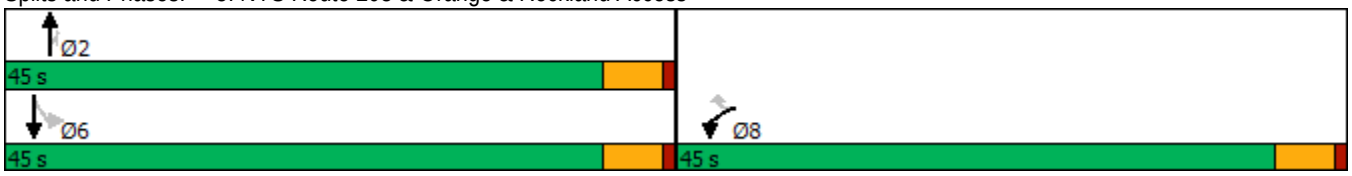
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	750	2	2	780
Future Volume (vph)	2	2	750	2	2	780
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	100		150	120	
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)	2087	1647	1844	1583	1823	1900
Flt Permitted	0.950				0.354	
Satd. Flow (perm)	2087	1647	1844	1583	679	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		2		1		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	765	2	2	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	2	765	2	2	796
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	
Number of Detectors	2	1	2	2	2	2
Detector Template		Right				
Leading Detector (ft)	83	20	83	83	83	83
Trailing Detector (ft)	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	40	20	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
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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
v/c Ratio	0.01	0.01	0.43	0.00	0.00	0.44
Control Delay	28.0	21.5	1.9	1.0	1.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	21.5	1.9	1.0	1.0	1.9
Queue Length 50th (ft)	1	0	0	0	0	0
Queue Length 95th (ft)	7	6	146	1	1	151
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1348	1064	1761	1512	648	1814
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	0.00	0.00	0.43	0.00	0.00	0.44

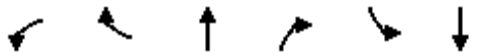
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 62.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 5: NYS Route 208 & Orange & Rockland Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	2	2	765	2	2	796
v/c Ratio	0.01	0.01	0.43	0.00	0.00	0.44
Control Delay	28.0	21.5	1.9	1.0	1.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	21.5	1.9	1.0	1.0	1.9
Queue Length 50th (ft)	1	0	0	0	0	0
Queue Length 95th (ft)	7	6	146	1	1	151
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1348	1064	1761	1512	648	1814
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	0.00	0.00	0.43	0.00	0.00	0.44

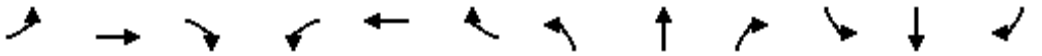
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	2	750	2	2	780
Future Volume (veh/h)	2	2	750	2	2	780
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2140	2057	1791	1806	1979	1964
Adj Flow Rate, veh/h	2	2	765	2	2	796
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	9	8	1427	1219	622	1564
Arrive On Green	0.00	0.00	0.80	0.80	0.80	0.80
Sat Flow, veh/h	2038	1743	1791	1530	742	1964
Grp Volume(v), veh/h	2	2	765	2	2	796
Grp Sat Flow(s),veh/h/ln	2038	1743	1791	1530	742	1964
Q Serve(g_s), s	0.0	0.1	7.6	0.0	0.0	7.0
Cycle Q Clear(g_c), s	0.0	0.1	7.6	0.0	7.7	7.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	9	8	1427	1219	622	1564
V/C Ratio(X)	0.23	0.27	0.54	0.00	0.00	0.51
Avail Cap(c_a), veh/h	1623	1389	1427	1219	622	1564
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	24.9	24.9	1.8	1.0	3.2	1.7
Incr Delay (d2), s/veh	12.5	17.7	1.4	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.6	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.4	42.6	3.3	1.0	3.2	2.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	4		767			798
Approach Delay, s/veh	40.0		3.3			2.9
Approach LOS	D		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		45.0			45.0	5.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		40.0			40.0	40.0
Max Q Clear Time (g_c+I1), s		9.6			9.7	2.1
Green Ext Time (p_c), s		4.5			4.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	51	195	21	285	51	432	223	104	651	34
Future Volume (vph)	40	20	51	195	21	285	51	432	223	104	651	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.992	
Flt Protected		0.967		0.950			0.950			0.950		
Satd. Flow (prot)	0	1722	1495	1770	1919	1631	1832	1891	1607	1726	1716	0
Flt Permitted		0.967		0.950			0.277			0.420		
Satd. Flow (perm)	0	1722	1495	1770	1919	1631	534	1891	1607	763	1716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			291			161		3	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	41	20	52	199	21	291	52	441	228	106	664	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	52	199	21	291	52	441	228	106	699	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			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0	20.0	32.0	32.0		12.0	86.0		12.0	86.0	
Total Split (%)	13.3%	13.3%	13.3%	21.3%	21.3%		8.0%	57.3%		8.0%	57.3%	
Maximum Green (s)	15.0	15.0	15.0	27.0	27.0		7.0	81.0		7.0	81.0	
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	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.54	0.29	0.73	0.08	0.18	0.12	0.38	0.14	0.18	0.65	
Control Delay		84.8	6.5	75.5	53.7	0.2	1.6	4.2	0.1	8.9	23.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
Total Delay		84.8	6.5	75.5	53.7	0.2	1.6	4.2	0.1	8.9	23.6	
Queue Length 50th (ft)		59	0	188	18	0	3	50	0	30	423	
Queue Length 95th (ft)		108	11	266	43	0	m8	154	0	64	686	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		172	227	344	348	1631	443	1150	1607	595	1082	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	72	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.35	0.23	0.58	0.06	0.18	0.12	0.38	0.14	0.18	0.69	

Intersection Summary

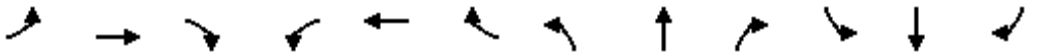
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

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

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	52	199	21	291	52	441	228	106	699
v/c Ratio	0.54	0.29	0.73	0.08	0.18	0.12	0.38	0.14	0.18	0.65
Control Delay	84.8	6.5	75.5	53.7	0.2	1.6	4.2	0.1	8.9	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	84.8	6.5	75.5	53.7	0.2	1.6	4.2	0.1	8.9	23.6
Queue Length 50th (ft)	59	0	188	18	0	3	50	0	30	423
Queue Length 95th (ft)	108	11	266	43	0	m8	154	0	64	686
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100			300		
Base Capacity (vph)	172	227	344	348	1631	443	1150	1607	595	1082
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	72
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.23	0.58	0.06	0.18	0.12	0.38	0.14	0.18	0.69

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	51	195	21	285	51	432	223	104	651	34
Future Volume (veh/h)	40	20	51	195	21	285	51	432	223	104	651	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1781	1934	1979	1979	2018	1988	1988	1803	1832	1832
Adj Flow Rate, veh/h	41	20	52	199	21	0	52	441	0	106	664	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	3	0	0	0	2	2	3	1	1
Cap, veh/h	59	29	72	248	240		352	1074		523	957	50
Arrive On Green	0.06	0.05	0.05	0.13	0.12	0.00	0.04	0.54	0.00	0.05	0.55	0.55
Sat Flow, veh/h	1236	603	1510	1842	1979	1677	1922	1988	1685	1717	1725	91
Grp Volume(v), veh/h	61	0	52	199	21	0	52	441	0	106	0	699
Grp Sat Flow(s),veh/h/ln	1838	0	1510	1842	1979	1677	1922	1988	1685	1717	0	1816
Q Serve(g_s), s	4.9	0.0	5.1	15.7	1.4	0.0	1.7	19.7	0.0	3.8	0.0	41.8
Cycle Q Clear(g_c), s	4.9	0.0	5.1	15.7	1.4	0.0	1.7	19.7	0.0	3.8	0.0	41.8
Prop In Lane	0.67		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	88	0	72	248	240		352	1074		523	0	1008
V/C Ratio(X)	0.69	0.00	0.72	0.80	0.09		0.15	0.41		0.20	0.00	0.69
Avail Cap(c_a), veh/h	184	0	151	356	356		397	1074		537	0	1008
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	0.00	0.73	0.73	0.00	0.90	0.00	0.90
Uniform Delay (d), s/veh	69.6	0.0	70.4	63.0	58.5	0.0	18.5	20.4	0.0	13.6	0.0	24.2
Incr Delay (d2), s/veh	3.6	0.0	4.9	5.3	0.1	0.0	0.1	0.9	0.0	0.2	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.1	7.8	0.7	0.0	0.7	8.8	0.0	1.4	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	0.0	75.3	68.3	58.6	0.0	18.7	21.2	0.0	13.8	0.0	27.7
LnGrp LOS	E	A	E	E	E		B	C		B	A	C
Approach Vol, veh/h		113			220	A		493	A		805	
Approach Delay, s/veh		74.2			67.3			21.0			25.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	86.0		12.2	8.5	88.2		23.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	81.0		15.0	7.0	81.0		27.0				
Max Q Clear Time (g_c+I1), s	5.8	21.7		7.1	3.7	43.8		17.7				
Green Ext Time (p_c), s	0.0	2.2		0.2	0.0	4.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		33.3	
HCM 6th LOS		C	

Notes

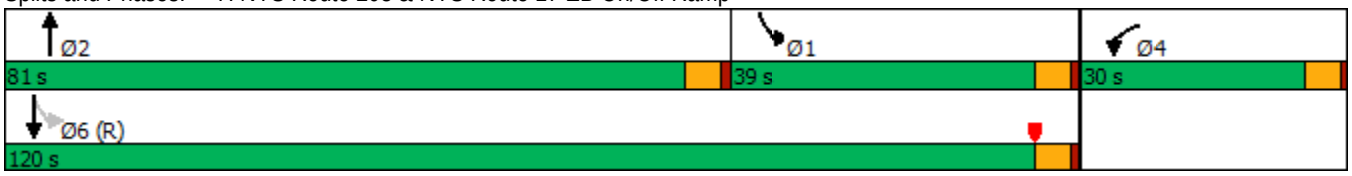
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	83	605	212	337	563
Future Volume (vph)	92	83	605	212	337	563
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	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.936			0.850		
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1614	0	1853	1560	1823	1881
Flt Permitted	0.974				0.261	
Satd. Flow (perm)	1614	0	1853	1560	501	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	26			160		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	98	88	644	226	359	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	644	226	359	599
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

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)	30.0		81.0		39.0	120.0
Total Split (%)	20.0%		54.0%		26.0%	80.0%
Maximum Green (s)	25.0		76.0		34.0	115.0
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		-1.5	0.0
Total Lost Time (s)	5.0		5.0		3.5	5.0
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	0.82		0.64	0.14	0.50	0.39
Control Delay	81.2		28.2	0.2	8.1	2.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	81.2		28.2	0.2	8.1	2.3
Queue Length 50th (ft)	155		428	0	45	29
Queue Length 95th (ft)	236		614	0	59	66
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	290		1012	1560	722	1517
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	0.64		0.64	0.14	0.50	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 121 (81%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	186	644	226	359	599
v/c Ratio	0.82	0.64	0.14	0.50	0.39
Control Delay	81.2	28.2	0.2	8.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	28.2	0.2	8.1	2.3
Queue Length 50th (ft)	155	428	0	45	29
Queue Length 95th (ft)	236	614	0	59	66
Internal Link Dist (ft)	430	591			1318
Turn Bay Length (ft)			450		
Base Capacity (vph)	290	1012	1560	722	1517
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	0.64	0.64	0.14	0.50	0.39

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	83	605	212	337	563
Future Volume (veh/h)	92	83	605	212	337	563
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1939	1939	1864	1850	1979	1949
Adj Flow Rate, veh/h	98	0	644	0	359	599
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	121		945		688	1494
Arrive On Green	0.07	0.00	0.51	0.00	0.47	1.00
Sat Flow, veh/h	1792	0	1864	1568	1884	1949
Grp Volume(v), veh/h	99	0	644	0	359	599
Grp Sat Flow(s),veh/h/ln	1810	0	1864	1568	1884	1949
Q Serve(g_s), s	8.1	0.0	39.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	39.0	0.0	0.0	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	122		945		688	1494
V/C Ratio(X)	0.81		0.68		0.52	0.40
Avail Cap(c_a), veh/h	302		945		688	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.72	0.72
Uniform Delay (d), s/veh	69.0	0.0	27.9	0.0	20.7	0.0
Incr Delay (d2), s/veh	4.8	0.0	4.0	0.0	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	17.3	0.0	6.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	73.7	0.0	31.9	0.0	21.0	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	99	A	644	A		958
Approach Delay, s/veh	73.7		31.9			8.2
Approach LOS	E		C			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	39.0	81.0		15.1		120.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	34.0	76.0		25.0		115.0
Max Q Clear Time (g_c+I1), s	2.0	41.0		10.1		2.0
Green Ext Time (p_c), s	1.0	1.9		0.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	48	905	878	10	8	88
Future Volume (vph)	48	905	878	10	8	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.876	
Flt Protected		0.998			0.996	
Satd. Flow (prot)	0	1728	1744	0	1860	0
Flt Permitted		0.998			0.996	
Satd. Flow (perm)	0	1728	1744	0	1860	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	48	914	887	10	8	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	962	897	0	97	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		16	
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	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	48	905	878	10	8	88
Future Vol, veh/h	48	905	878	10	8	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	48	914	887	10	8	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	897	0	-	0	1902	892
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	1010	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	765	-	-	-	62	327
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	765	-	-	-	54	327
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	317	-

Approach	NB	SB	SE
HCM Control Delay, s	0.5	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	765	-	230	-	-
HCM Lane V/C Ratio	0.063	-	0.422	-	-
HCM Control Delay (s)	10	0	31.6	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	84	104	872	82	83	900
Future Volume (vph)	84	104	872	82	83	900
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	0.925		0.988			
Flt Protected	0.978					0.996
Satd. Flow (prot)	1627	0	1868	0	0	1902
Flt Permitted	0.978					0.996
Satd. Flow (perm)	1627	0	1868	0	0	1902
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	90	112	938	88	89	968
Shared Lane Traffic (%)						
Lane Group Flow (vph)	202	0	1026	0	0	1057
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	

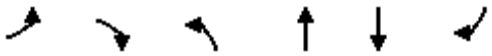
Intersection	
Int Delay, s/veh	10.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	104	872	82	83	900
Future Vol, veh/h	84	104	872	82	83	900
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	93	93	93	93	93	93
Heavy Vehicles, %	0	13	1	7	0	0
Mvmt Flow	90	112	938	88	89	968

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2128	982	0	0	1026	0
Stage 1	982	-	-	-	-	-
Stage 2	1146	-	-	-	-	-
Critical Hdwy	4.4	5.33	-	-	4.1	-
Critical Hdwy Stg 1	3.4	-	-	-	-	-
Critical Hdwy Stg 2	3.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	181	378	-	-	685	-
Stage 1	632	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	378	-	-	685	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	109.3	0	0.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	204	685	-
HCM Lane V/C Ratio	-	-	0.991	0.13	-
HCM Control Delay (s)	-	-	109.3	11	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	8.6	0.4	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	6	949	980	4
Future Volume (vph)	5	6	6	949	980	4
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	0.921					
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1900	0
Flt Permitted	0.980					
Satd. Flow (perm)	1706	0	0	1844	1900	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			377	414	
Travel Time (s)	8.0			4.7	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	1043	1077	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1050	1081	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

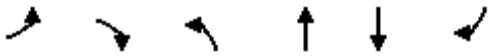
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	6	949	980	4
Future Vol, veh/h	5	6	6	949	980	4
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	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	5	7	7	1043	1077	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2136	1079	1081	0	-	0
Stage 1	1079	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	49	260	653	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	260	653	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	86	-	-
HCM Lane V/C Ratio	0.01	-	0.141	-	-
HCM Control Delay (s)	10.6	0	53.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	234	160	223	707	794	117
Future Volume (vph)	234	160	223	707	794	117
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	0.945				0.983	
Flt Protected	0.971			0.988		
Satd. Flow (prot)	1546	0	0	1792	1821	0
Flt Permitted	0.971			0.988		
Satd. Flow (perm)	1546	0	0	1792	1821	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	276			832	457	
Travel Time (s)	6.3			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	239	163	228	721	810	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	402	0	0	949	929	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
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	796.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	234	160	223	707	794	117
Future Vol, veh/h	234	160	223	707	794	117
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	-	-	1	-4	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	18	0	1	1	2
Mvmt Flow	239	163	228	721	810	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2047	870	929	0	-	0
Stage 1	870	-	-	-	-	-
Stage 2	1177	-	-	-	-	-
Critical Hdwy	6.81	6.58	4.1	-	-	-
Critical Hdwy Stg 1	5.81	-	-	-	-	-
Critical Hdwy Stg 2	5.81	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	2.2	-	-	-
Pot Cap-1 Maneuver	~ 49	313	744	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 24	313	744	-	-	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	~ 183	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	4512.9	2.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	744	-	38	-	-
HCM Lane V/C Ratio	0.306	-	10.58	-	-
HCM Control Delay (s)	12	$	4512.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	1.3	-	48.6	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	928	2	2	936
Future Volume (vph)	2	2	928	2	2	936
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	0.932			0.850		
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1998	0	1844	1583	1823	1900
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1998	0	1844	1583	1823	1900
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	947	2	2	955
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	947	2	2	955
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

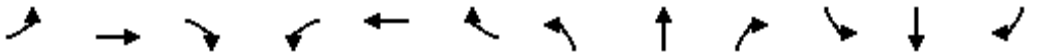
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	928	2	2	936
Future Vol, veh/h	2	2	928	2	2	936
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	2	2	947	2	2	955

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1906	947	0	0	949	0
Stage 1	947	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Critical Hdwy	5.6	5.8	-	-	4.1	-
Critical Hdwy Stg 1	4.6	-	-	-	-	-
Critical Hdwy Stg 2	4.6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	117	355	-	-	732	-
Stage 1	469	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	355	-	-	732	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	176	732	-
HCM Lane V/C Ratio	-	-	0.023	0.003	-
HCM Control Delay (s)	-	-	25.9	9.9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



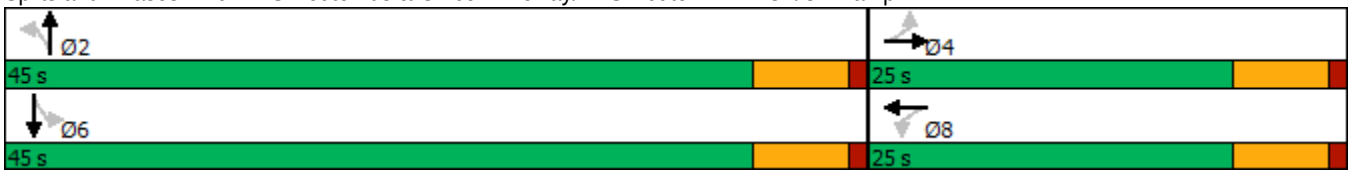
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	51	195	21	356	51	539	223	167	745	34
Future Volume (vph)	40	20	51	195	21	356	51	539	223	167	745	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		0	0		1	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	1.00	1.00	1.00
Frt		0.938				0.850			0.850		0.995	
Flt Protected		0.982			0.957			0.996			0.991	
Satd. Flow (prot)	0	1631	0	0	1788	1631	0	1886	1607	0	1700	0
Flt Permitted		0.797			0.742			0.868			0.662	
Satd. Flow (perm)	0	1324	0	0	1386	1631	0	1644	1607	0	1136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52				363			228		4	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	41	20	52	199	21	363	52	550	228	170	760	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	220	363	0	602	228	0	965	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	1.00	1.00	1.00	0.99	0.99	0.99	0.98	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	1	1	1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	50	35		50	83	0	50	0	0	50	0	
Trailing Detector (ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Position(ft)	0	-5		0	-5	0	0	0	0	0	0	
Detector 1 Size(ft)	20	40		20	40	0	20	0	0	20	0	
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							
Detector 2 Size(ft)					40							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							

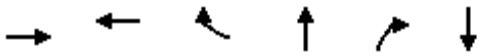
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA	Free	Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		Free	2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (%)	35.7%	35.7%		35.7%	35.7%		64.3%	64.3%		64.3%	64.3%	
Maximum Green (s)	19.0	19.0		19.0	19.0		39.0	39.0		39.0	39.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
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		Max	Max		Max	Max	
v/c Ratio		0.34			0.73	0.22		0.61	0.14		1.42	
Control Delay		15.6			38.2	0.3		12.7	0.2		216.1	
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	
Total Delay		15.6			38.2	0.3		12.7	0.2		216.1	
Queue Length 50th (ft)		20			82	0		139	0		~549	
Queue Length 95th (ft)		58			150	0		272	0		#822	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		422			404	1631		982	1607		680	
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		0.27			0.54	0.22		0.61	0.14		1.42	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord
~ 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: 6: NYS Route 208 & Office Driveway/NYS Route 17 WB On/Off Ramp



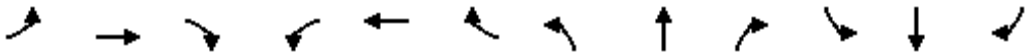


Lane Group	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	113	220	363	602	228	965
v/c Ratio	0.34	0.73	0.22	0.61	0.14	1.42
Control Delay	15.6	38.2	0.3	12.7	0.2	216.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	38.2	0.3	12.7	0.2	216.1
Queue Length 50th (ft)	20	82	0	139	0	~549
Queue Length 95th (ft)	58	150	0	272	0	#822
Internal Link Dist (ft)	81	207		1318		940
Turn Bay Length (ft)			100		300	
Base Capacity (vph)	422	404	1631	982	1607	680
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	0.27	0.54	0.22	0.61	0.14	1.42

Intersection Summary

~ 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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	51	195	21	356	51	539	223	167	745	34
Future Volume (veh/h)	40	20	51	195	21	356	51	539	223	167	745	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1979	1979	1979	1988	1988	1988	1832	1832	1832
Adj Flow Rate, veh/h	41	20	52	199	21	0	52	550	0	170	760	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	157	77	131	346	25		122	1094		220	821	37
Arrive On Green	0.20	0.16	0.16	0.20	0.16	0.00	0.67	0.64	0.00	0.67	0.64	0.64
Sat Flow, veh/h	466	468	796	1422	150	1677	91	1712	1685	236	1284	57
Grp Volume(v), veh/h	113	0	0	220	0	0	602	0	0	965	0	0
Grp Sat Flow(s),veh/h/ln	1729	0	0	1572	0	1677	1803	0	1685	1577	0	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	7.6	0.0	0.0	9.3	0.0	0.0	31.0	0.0	0.0
Prop In Lane	0.36		0.46	0.90		1.00	0.09		1.00	0.18		0.04
Lane Grp Cap(c), veh/h	421	0	0	422	0		1276	0		1129	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.52	0.00		0.47	0.00		0.85	0.00	0.00
Avail Cap(c_a), veh/h	653	0	0	635	0		1276	0		1129	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	22.4	0.0	0.0	23.4	0.0	0.0	5.6	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.0	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	2.6	0.0	0.0	1.8	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.6	0.0	0.0	23.7	0.0	0.0	6.9	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	C	A	A	C	A		A	A		B	A	A
Approach Vol, veh/h		113			220	A		602	A		965	
Approach Delay, s/veh		22.6			23.7			6.9			17.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		16.0		45.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		39.0		19.0		39.0		19.0				
Max Q Clear Time (g_c+I1), s		0.0		5.4		0.0		9.6				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

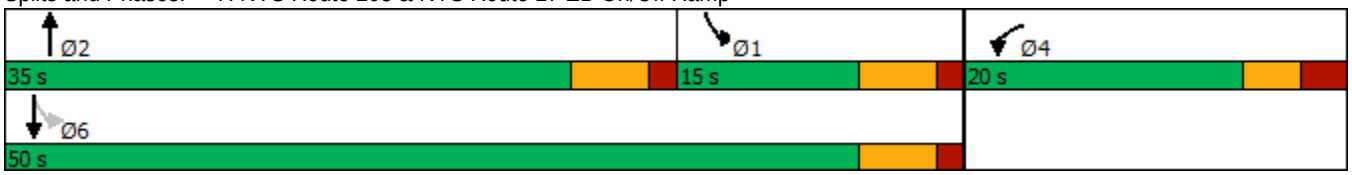
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

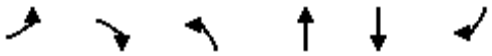
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	137	659	212	400	595
Future Volume (vph)	92	137	659	212	400	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919			0.850		
Flt Protected	0.980					0.980
Satd. Flow (prot)	1584	0	1853	1560	0	1858
Flt Permitted	0.980					0.475
Satd. Flow (perm)	1584	0	1853	1560	0	901
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	97			226		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	98	146	701	226	426	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	0	701	226	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

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%
Maximum Green (s)	14.5		29.5		9.5	44.5
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	
Vehicle Extension (s)	2.0		2.0		2.0	0.2
Recall Mode	None		Max		None	Max
Act Effct Green (s)	10.3		44.6	65.9		44.6
Actuated g/C Ratio	0.16		0.68	1.00		0.68
v/c Ratio	0.74		0.56	0.14		1.74
Control Delay	30.1		8.4	0.2		356.9
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	30.1		8.4	0.2		356.9
LOS	C		A	A		F
Approach Delay	30.1		6.4			356.9
Approach LOS	C		A			F

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: 1.74			
Intersection Signal Delay: 175.4		Intersection LOS: F	
Intersection Capacity Utilization 115.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	38	0	955	857	129
Future Volume (vph)	0	38	0	955	857	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.982	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1909	1836	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1909	1836	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	344			199	377	
Travel Time (s)	7.8			2.5	4.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Adj. Flow (vph)	0	42	0	1049	942	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	42	0	1049	1084	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

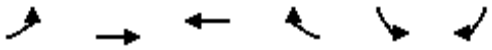
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	955	857	129
Future Vol, veh/h	0	38	0	955	857	129
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	2
Mvmt Flow	0	42	0	1049	942	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1013	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	290	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	290	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	290	-	-
HCM Lane V/C Ratio	-	0.144	-	-
HCM Control Delay (s)	-	19.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	403	125	215	22	0
Future Volume (vph)	0	403	125	215	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.915			
Flt Protected					0.950	
Satd. Flow (prot)	0	1825	1756	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1825	1756	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		385	276		225	
Travel Time (s)		8.8	6.3		5.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	411	128	219	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	411	347	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

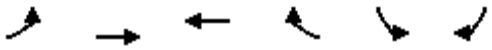
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	125	215	22	0
Future Vol, veh/h	0	403	125	215	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-6	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	411	128	219	22	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	649	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	434	801
Stage 1	0	-	-	-	802	-
Stage 2	0	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	434	801
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	434
HCM Lane V/C Ratio	-	-	-	0.052
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	98	82	43	305	38
Future Volume (vph)	36	98	82	43	305	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954		0.985	
Flt Protected		0.987			0.957	
Satd. Flow (prot)	0	1848	1813	0	1756	0
Flt Permitted		0.987			0.957	
Satd. Flow (perm)	0	1848	1813	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		232	385		263	
Travel Time (s)		5.3	8.8		6.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	37	100	84	44	311	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	128	0	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	98	82	43	305	38
Future Vol, veh/h	36	98	82	43	305	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	100	84	44	311	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	280	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	710	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	691	948
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	712
HCM Lane V/C Ratio	0.025	-	-	-	0.492
HCM Control Delay (s)	7.5	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	48	905	878	10	8	88
Future Volume (vph)	48	905	878	10	8	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
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)	1676	1730	1744	0	2025	1812
Flt Permitted	0.238				0.950	
Satd. Flow (perm)	420	1730	1744	0	2025	1812
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			89
Link Speed (mph)		45	45		30	
Link Distance (ft)		499	723		575	
Travel Time (s)		7.6	11.0		13.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	48	914	887	10	8	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	914	897	0	8	89
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
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	0.86	0.86
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

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)	70.0	70.0	70.0		20.0	20.0
Total Split (%)	77.8%	77.8%	77.8%		22.2%	22.2%
Maximum Green (s)	65.0	65.0	65.0		15.0	15.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
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	0.14	0.66	0.64		0.02	0.23
Control Delay	3.9	7.2	6.8		22.5	8.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.9	7.2	6.8		22.5	8.8
Queue Length 50th (ft)	3	118	112		2	0
Queue Length 95th (ft)	14	288	271		14	36
Internal Link Dist (ft)		419	643		495	
Turn Bay Length (ft)	100					50
Base Capacity (vph)	418	1723	1737		1013	951
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	0.11	0.53	0.52		0.01	0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 38.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: NYS Route 208 & Peddler Hill Road

Lane Group	NBL	NBT	SBT	SEL	SER
Lane Group Flow (vph)	48	914	897	8	89
v/c Ratio	0.14	0.66	0.64	0.02	0.23
Control Delay	3.9	7.2	6.8	22.5	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	7.2	6.8	22.5	8.8
Queue Length 50th (ft)	3	118	112	2	0
Queue Length 95th (ft)	14	288	271	14	36
Internal Link Dist (ft)		419	643	495	
Turn Bay Length (ft)	100				50
Base Capacity (vph)	418	1723	1737	1013	951
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	0.11	0.53	0.52	0.01	0.09

Intersection Summary

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	48	905	878	10	8	88
Future Volume (veh/h)	48	905	878	10	8	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1894	1864	1879	1879	1952	1952
Adj Flow Rate, veh/h	48	914	887	10	8	89
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	2	1	1	0	0
Cap, veh/h	390	1141	1135	13	130	116
Arrive On Green	0.61	0.61	0.61	0.61	0.07	0.07
Sat Flow, veh/h	629	1864	1855	21	1859	1654
Grp Volume(v), veh/h	48	914	0	897	8	89
Grp Sat Flow(s),veh/h/ln	629	1864	0	1876	1859	1654
Q Serve(g_s), s	1.9	11.7	0.0	11.2	0.1	1.7
Cycle Q Clear(g_c), s	13.1	11.7	0.0	11.2	0.1	1.7
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	390	1141	0	1147	130	116
V/C Ratio(X)	0.12	0.80	0.00	0.78	0.06	0.77
Avail Cap(c_a), veh/h	1306	3856	0	3879	887	789
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	9.4	4.6	0.0	4.5	13.6	14.4
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.4	0.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.5	5.2	0.0	5.0	13.7	18.4
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h		962	897		97	
Approach Delay, s/veh		5.4	5.0		18.0	
Approach LOS		A	A		B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		24.2		7.2		24.2
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		65.0		15.0		65.0
Max Q Clear Time (g_c+I1), s		15.1		3.7		13.2
Green Ext Time (p_c), s		4.1		0.2		3.5

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	84	104	872	82	83	900
Future Volume (vph)	84	104	872	82	83	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
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)	1832	1501	1900	1524	1814	1909
Flt Permitted	0.950				0.181	
Satd. Flow (perm)	1832	1501	1900	1524	346	1909
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		46		
Link Speed (mph)	30		55			55
Link Distance (ft)	628		506			2244
Travel Time (s)	14.3		6.3			27.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	13%	1%	7%	0%	0%
Adj. Flow (vph)	90	112	938	88	89	968
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	112	938	88	89	968
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
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	0.98	0.94	0.99	0.99	0.99	0.99
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

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)	44.0	17.0	79.0	44.0	17.0	96.0
Total Split (%)	31.4%	12.1%	56.4%	31.4%	12.1%	68.6%
Maximum Green (s)	39.0	12.0	74.0	39.0	12.0	91.0
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	0.51	0.28	0.70	0.07	0.24	0.62
Control Delay	57.9	9.8	14.3	1.0	3.8	6.5
Queue Delay	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	57.9	9.8	14.9	1.0	3.8	6.5
Queue Length 50th (ft)	62	5	341	3	10	203
Queue Length 95th (ft)	115	49	619	12	23	362
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	638	452	1335	1524	438	1552
Starvation Cap Reductn	0	0	124	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	0.14	0.25	0.77	0.06	0.20	0.62

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 112	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 2: NYS Route 208 & Mountain Rd

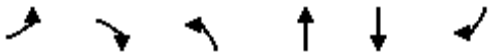
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	90	112	938	88	89	968
v/c Ratio	0.51	0.28	0.70	0.07	0.24	0.62
Control Delay	57.9	9.8	14.3	1.0	3.8	6.5
Queue Delay	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay	57.9	9.8	14.9	1.0	3.8	6.5
Queue Length 50th (ft)	62	5	341	3	10	203
Queue Length 95th (ft)	115	49	619	12	23	362
Internal Link Dist (ft)	548		426			2164
Turn Bay Length (ft)				50	100	
Base Capacity (vph)	638	452	1335	1524	438	1552
Starvation Cap Reductn	0	0	124	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	0.14	0.25	0.77	0.06	0.20	0.62

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	84	104	872	82	83	900	
Future Volume (veh/h)	84	104	872	82	83	900	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	2293	2098	1964	1874	1939	1939	
Adj Flow Rate, veh/h	90	112	938	88	89	968	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %	0	13	1	7	0	0	
Cap, veh/h	190	215	1460	1319	418	1595	
Arrive On Green	0.09	0.09	0.74	0.74	0.03	0.82	
Sat Flow, veh/h	2184	1778	1964	1588	1847	1939	
Grp Volume(v), veh/h	90	112	938	88	89	968	
Grp Sat Flow(s),veh/h/ln	2184	1778	1964	1588	1847	1939	
Q Serve(g_s), s	4.3	6.5	25.9	1.1	1.1	19.6	
Cycle Q Clear(g_c), s	4.3	6.5	25.9	1.1	1.1	19.6	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	190	215	1460	1319	418	1595	
V/C Ratio(X)	0.47	0.52	0.64	0.07	0.21	0.61	
Avail Cap(c_a), veh/h	770	687	1460	1319	556	1595	
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	48.1	45.6	7.0	1.7	6.6	3.5	
Incr Delay (d2), s/veh	1.8	2.0	2.2	0.1	0.3	1.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.5	3.0	7.8	0.4	0.4	3.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.9	47.6	9.2	1.8	6.9	5.2	
LnGrp LOS	D	D	A	A	A	A	
Approach Vol, veh/h	202		1026			1057	
Approach Delay, s/veh	48.6		8.5			5.3	
Approach LOS	D		A			A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	87.3			96.0	14.6
Change Period (Y+Rc), s	5.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	12.0	74.0			91.0	39.0
Max Q Clear Time (g_c+I1), s	3.1	27.9			21.6	8.5
Green Ext Time (p_c), s	0.2	7.2			7.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	6	949	980	4
Future Volume (vph)	5	6	6	949	980	4
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	0.921					
Flt Protected	0.980					
Satd. Flow (prot)	1706	0	0	1844	1900	0
Flt Permitted	0.980			0.994		
Satd. Flow (perm)	1706	0	0	1833	1900	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7				1	
Link Speed (mph)	30			55	55	
Link Distance (ft)	353			377	414	
Travel Time (s)	8.0			4.7	5.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	5	7	7	1043	1077	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	1050	1081	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
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			
Detector Phase	4		2	2	6	

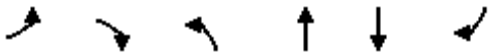
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	21.0		21.0	21.0	21.0	
Total Split (s)	21.0		79.0	79.0	79.0	
Total Split (%)	21.0%		79.0%	79.0%	79.0%	
Maximum Green (s)	16.0		74.0	74.0	74.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	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)	3.0		3.0	3.0	3.0	
Recall Mode	Min		Min	Min	Min	
v/c Ratio	0.06			0.85	0.84	
Control Delay	20.9			13.7	13.1	
Queue Delay	0.0			0.0	0.2	
Total Delay	20.9			13.7	13.3	
Queue Length 50th (ft)	1			166	170	
Queue Length 95th (ft)	18			331	328	
Internal Link Dist (ft)	273			297	334	
Turn Bay Length (ft)						
Base Capacity (vph)	563			1828	1895	
Starvation Cap Reductn	0			0	218	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.02			0.57	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 51.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 3: NYS Route 208 & Fairway Dr

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	12	1050	1081
v/c Ratio	0.06	0.85	0.84
Control Delay	20.9	13.7	13.1
Queue Delay	0.0	0.0	0.2
Total Delay	20.9	13.7	13.3
Queue Length 50th (ft)	1	166	170
Queue Length 95th (ft)	18	331	328
Internal Link Dist (ft)	273	297	334
Turn Bay Length (ft)			
Base Capacity (vph)	563	1828	1895
Starvation Cap Reductn	0	0	218
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.57	0.64

Intersection Summary



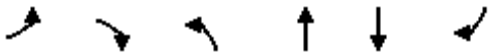
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	6	6	949	980	4
Future Volume (veh/h)	5	6	6	949	980	4
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1894	1894	1847	1847	1964	1964
Adj Flow Rate, veh/h	5	7	7	1043	1077	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	2	2	1	1
Cap, veh/h	61	85	86	1239	1319	5
Arrive On Green	0.09	0.09	0.67	0.67	0.67	0.67
Sat Flow, veh/h	655	917	3	1837	1955	7
Grp Volume(v), veh/h	13	0	1050	0	0	1081
Grp Sat Flow(s),veh/h/ln	1702	0	1839	0	0	1962
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	17.2
Cycle Q Clear(g_c), s	0.3	0.0	18.4	0.0	0.0	17.2
Prop In Lane	0.38	0.54	0.01			0.00
Lane Grp Cap(c), veh/h	158	0	1325	0	0	1324
V/C Ratio(X)	0.08	0.00	0.79	0.00	0.00	0.82
Avail Cap(c_a), veh/h	633	0	3222	0	0	3374
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	17.8	0.0	5.3	0.0	0.0	5.1
Incr Delay (d2), s/veh	0.2	0.0	1.1	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	6.4	0.0	0.0	6.4
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	13			1050	1081	
Approach Delay, s/veh	18.1			6.4	6.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		34.0		9.0		34.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		20.4		2.3		19.2
Green Ext Time (p_c), s		8.6		0.0		9.0

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



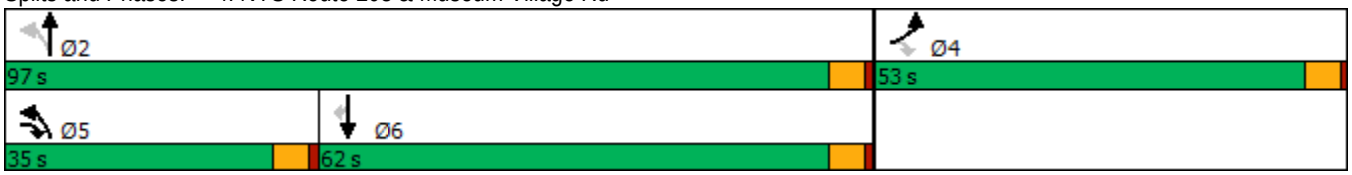
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	234	160	223	707	794	117
Future Volume (vph)	234	160	223	707	794	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	2%			1%	-4%	
Storage Length (ft)	150	0	150			200
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1710	1355	1796	1809	1855	1615
Flt Permitted	0.950		0.155			
Satd. Flow (perm)	1710	1355	293	1809	1855	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		63				51
Link Speed (mph)	30			55	55	
Link Distance (ft)	276			832	457	
Travel Time (s)	6.3			10.3	5.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	18%	0%	1%	1%	2%
Adj. Flow (vph)	239	163	228	721	810	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	163	228	721	810	119
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	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

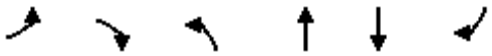
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	53.0	35.0	35.0	97.0	62.0	62.0
Total Split (%)	35.3%	23.3%	23.3%	64.7%	41.3%	41.3%
Maximum Green (s)	48.0	30.0	30.0	92.0	57.0	57.0
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	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	Max
v/c Ratio	0.77	0.32	0.56	0.54	0.76	0.13
Control Delay	65.6	17.8	12.6	9.7	28.6	9.6
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	65.6	17.8	12.6	10.2	28.6	9.6
Queue Length 50th (ft)	185	57	48	221	469	23
Queue Length 95th (ft)	277	99	111	397	#921	69
Internal Link Dist (ft)	196			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	659	659	578	1336	1063	948
Starvation Cap Reductn	0	0	0	261	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.39	0.67	0.76	0.13

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 124.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 208 & Museum Village Rd

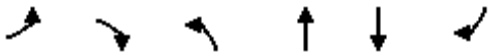




Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	239	163	228	721	810	119
v/c Ratio	0.77	0.32	0.56	0.54	0.76	0.13
Control Delay	65.6	17.8	12.6	9.7	28.6	9.6
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	65.6	17.8	12.6	10.2	28.6	9.6
Queue Length 50th (ft)	185	57	48	221	469	23
Queue Length 95th (ft)	277	99	111	397	#921	69
Internal Link Dist (ft)	196			752	377	
Turn Bay Length (ft)	150		150			200
Base Capacity (vph)	659	659	578	1336	1063	948
Starvation Cap Reductn	0	0	0	261	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.25	0.39	0.67	0.76	0.13

Intersection Summary

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	160	223	707	794	117
Future Volume (veh/h)	234	160	223	707	794	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1862	1610	1894	1879	2042	2027
Adj Flow Rate, veh/h	239	163	228	721	810	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	18	0	1	1	2
Cap, veh/h	294	313	428	1414	1324	1113
Arrive On Green	0.17	0.17	0.06	0.75	0.65	0.65
Sat Flow, veh/h	1773	1364	1804	1879	2042	1718
Grp Volume(v), veh/h	239	163	228	721	810	119
Grp Sat Flow(s),veh/h/ln	1773	1364	1804	1879	2042	1718
Q Serve(g_s), s	15.9	12.8	4.8	18.8	28.3	3.2
Cycle Q Clear(g_c), s	15.9	12.8	4.8	18.8	28.3	3.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	294	313	428	1414	1324	1113
V/C Ratio(X)	0.81	0.52	0.53	0.51	0.61	0.11
Avail Cap(c_a), veh/h	696	622	756	1414	1324	1113
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	49.2	41.2	11.2	6.1	12.5	8.1
Incr Delay (d2), s/veh	5.4	1.3	1.0	1.3	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	9.9	1.7	5.6	11.4	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.6	42.6	12.2	7.4	14.7	8.3
LnGrp LOS	D	D	B	A	B	A
Approach Vol, veh/h	402			949	929	
Approach Delay, s/veh	49.7			8.6	13.9	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		25.3	12.8	84.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		92.0		48.0	30.0	57.0
Max Q Clear Time (g_c+I1), s		20.8		17.9	6.8	30.3
Green Ext Time (p_c), s		4.2		2.4	0.9	5.5

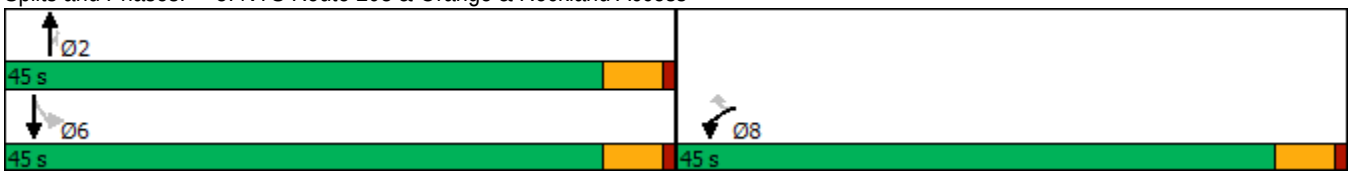
Intersection Summary		
HCM 6th Ctrl Delay		18.0
HCM 6th LOS		B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	928	2	2	936
Future Volume (vph)	2	2	928	2	2	936
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	100		150	120	
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)	2087	1647	1844	1583	1823	1900
Flt Permitted	0.950				0.275	
Satd. Flow (perm)	2087	1647	1844	1583	528	1900
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		2		1		
Link Speed (mph)	30		55			55
Link Distance (ft)	129		1020			832
Travel Time (s)	2.9		12.6			10.3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	2	2	947	2	2	955
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	2	947	2	2	955
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	
Number of Detectors	2	1	2	2	2	2
Detector Template		Right				
Leading Detector (ft)	83	20	83	83	83	83
Trailing Detector (ft)	-5	0	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	-5	-5	-5	-5
Detector 1 Size(ft)	40	20	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
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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0
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 Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
v/c Ratio	0.01	0.01	0.54	0.00	0.00	0.53
Control Delay	28.0	21.5	2.6	1.0	1.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	21.5	2.6	1.0	1.0	2.4
Queue Length 50th (ft)	1	0	0	0	0	0
Queue Length 95th (ft)	7	6	227	1	1	220
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1348	1064	1761	1512	504	1814
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	0.00	0.00	0.54	0.00	0.00	0.53

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 62.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 5: NYS Route 208 & Orange & Rockland Access



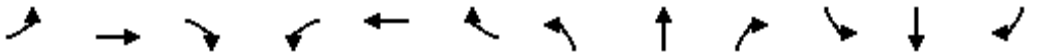
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	2	2	947	2	2	955
v/c Ratio	0.01	0.01	0.54	0.00	0.00	0.53
Control Delay	28.0	21.5	2.6	1.0	1.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	21.5	2.6	1.0	1.0	2.4
Queue Length 50th (ft)	1	0	0	0	0	0
Queue Length 95th (ft)	7	6	227	1	1	220
Internal Link Dist (ft)	49		940			752
Turn Bay Length (ft)		100		150	120	
Base Capacity (vph)	1348	1064	1761	1512	504	1814
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	0.00	0.00	0.54	0.00	0.00	0.53

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	2	928	2	2	936
Future Volume (veh/h)	2	2	928	2	2	936
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	2140	2057	1791	1806	1979	1964
Adj Flow Rate, veh/h	2	2	947	2	2	955
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	1	0	0	1
Cap, veh/h	9	8	1427	1219	499	1564
Arrive On Green	0.00	0.00	0.80	0.80	0.80	0.80
Sat Flow, veh/h	2038	1743	1791	1530	625	1964
Grp Volume(v), veh/h	2	2	947	2	2	955
Grp Sat Flow(s),veh/h/ln	2038	1743	1791	1530	625	1964
Q Serve(g_s), s	0.0	0.1	11.5	0.0	0.1	9.7
Cycle Q Clear(g_c), s	0.0	0.1	11.5	0.0	11.5	9.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	9	8	1427	1219	499	1564
V/C Ratio(X)	0.23	0.27	0.66	0.00	0.00	0.61
Avail Cap(c_a), veh/h	1623	1389	1427	1219	499	1564
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	24.9	24.9	2.2	1.0	4.7	2.0
Incr Delay (d2), s/veh	12.5	17.7	2.5	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	1.0	0.0	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.4	42.6	4.7	1.0	4.7	3.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	4		949			957
Approach Delay, s/veh	40.0		4.6			3.8
Approach LOS	D		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		45.0			45.0	5.2
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		40.0			40.0	40.0
Max Q Clear Time (g_c+I1), s		13.5			13.5	2.1
Green Ext Time (p_c), s		6.2			6.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	51	195	21	356	51	539	223	167	745	34
Future Volume (vph)	40	20	51	195	21	356	51	539	223	167	745	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Grade (%)		0%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		100	0		300	0		0
Storage Lanes	0		1	1		1	1		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			0.850			0.850			0.850		0.993	
Flt Protected		0.967		0.950			0.950			0.950		
Satd. Flow (prot)	0	1722	1495	1770	1919	1631	1832	1891	1607	1726	1718	0
Flt Permitted		0.967		0.950			0.222			0.341		
Satd. Flow (perm)	0	1722	1495	1770	1919	1631	428	1891	1607	620	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			363			129		2	
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		161			287			1398			1020	
Travel Time (s)		3.7			6.5			17.3			12.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	10%	0%	8%	3%	0%	0%	0%	2%	2%	3%	1%	0%
Adj. Flow (vph)	41	20	52	199	21	363	52	550	228	170	760	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	52	199	21	363	52	550	228	170	795	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	0.98	0.98	1.02	1.11	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2	2	2	2	2	2	2	
Detector Template	Left											
Leading Detector (ft)	50	83	83	83	83	83	83	83	83	83	83	
Trailing Detector (ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	20	40	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	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43	43	43	43	43	43	43	43	43	43	
Detector 2 Size(ft)		40	40	40	40	40	40	40	40	40	40	
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	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	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			Free	2		Free	6		
Detector Phase	4	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	4.0	
Minimum Split (s)	12.0	12.0	12.0	10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	20.0	20.0	32.0	32.0		12.0	86.0		12.0	86.0	
Total Split (%)	13.3%	13.3%	13.3%	21.3%	21.3%		8.0%	57.3%		8.0%	57.3%	
Maximum Green (s)	15.0	15.0	15.0	27.0	27.0		7.0	81.0		7.0	81.0	
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	-2.0	0.0		-2.0	0.0		-2.0	0.0	
Total Lost Time (s)		5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	C-Max	
v/c Ratio		0.54	0.29	0.73	0.08	0.22	0.14	0.49	0.14	0.33	0.73	
Control Delay		84.8	6.5	75.5	53.7	0.3	1.9	6.2	0.1	10.1	27.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	
Total Delay		84.8	6.5	75.5	53.7	0.3	1.9	6.2	0.1	10.1	27.5	
Queue Length 50th (ft)		59	0	188	18	0	3	89	0	50	532	
Queue Length 95th (ft)		108	11	266	43	0	m9	291	m0	99	864	
Internal Link Dist (ft)		81			207			1318			940	
Turn Bay Length (ft)						100			300			
Base Capacity (vph)		172	227	344	348	1631	373	1133	1607	517	1083	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	65	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.35	0.23	0.58	0.06	0.22	0.14	0.49	0.14	0.33	0.78	

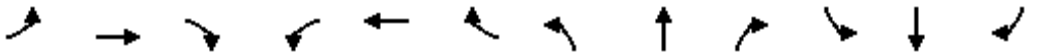
Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 110 (73%), Referenced to phase 6:SBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

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

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	52	199	21	363	52	550	228	170	795
v/c Ratio	0.54	0.29	0.73	0.08	0.22	0.14	0.49	0.14	0.33	0.73
Control Delay	84.8	6.5	75.5	53.7	0.3	1.9	6.2	0.1	10.1	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	84.8	6.5	75.5	53.7	0.3	1.9	6.2	0.1	10.1	27.5
Queue Length 50th (ft)	59	0	188	18	0	3	89	0	50	532
Queue Length 95th (ft)	108	11	266	43	0	m9	291	m0	99	864
Internal Link Dist (ft)	81			207			1318			940
Turn Bay Length (ft)					100			300		
Base Capacity (vph)	172	227	344	348	1631	373	1133	1607	517	1083
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	65
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.23	0.58	0.06	0.22	0.14	0.49	0.14	0.33	0.78

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	51	195	21	356	51	539	223	167	745	34
Future Volume (veh/h)	40	20	51	195	21	356	51	539	223	167	745	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1781	1934	1979	1979	2018	1988	1988	1803	1832	1832
Adj Flow Rate, veh/h	41	20	52	199	21	0	52	550	0	170	760	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	8	3	0	0	0	2	2	3	1	1
Cap, veh/h	59	29	72	248	240		293	1074		463	978	45
Arrive On Green	0.06	0.05	0.05	0.13	0.12	0.00	0.04	0.54	0.00	0.06	0.56	0.56
Sat Flow, veh/h	1236	603	1510	1842	1979	1677	1922	1988	1685	1717	1738	80
Grp Volume(v), veh/h	61	0	52	199	21	0	52	550	0	170	0	795
Grp Sat Flow(s),veh/h/ln	1838	0	1510	1842	1979	1677	1922	1988	1685	1717	0	1818
Q Serve(g_s), s	4.9	0.0	5.1	15.7	1.4	0.0	1.7	26.4	0.0	6.2	0.0	50.9
Cycle Q Clear(g_c), s	4.9	0.0	5.1	15.7	1.4	0.0	1.7	26.4	0.0	6.2	0.0	50.9
Prop In Lane	0.67		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	88	0	72	248	240		293	1074		463	0	1024
V/C Ratio(X)	0.69	0.00	0.72	0.80	0.09		0.18	0.51		0.37	0.00	0.78
Avail Cap(c_a), veh/h	184	0	151	356	356		338	1074		463	0	1024
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	0.00	0.62	0.62	0.00	0.84	0.00	0.84
Uniform Delay (d), s/veh	69.6	0.0	70.4	63.0	58.5	0.0	21.0	21.9	0.0	15.0	0.0	25.4
Incr Delay (d2), s/veh	3.6	0.0	4.9	5.3	0.1	0.0	0.2	1.1	0.0	0.4	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.1	7.8	0.7	0.0	0.7	11.8	0.0	2.2	0.0	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	0.0	75.3	68.3	58.6	0.0	21.2	23.0	0.0	15.4	0.0	30.4
LnGrp LOS	E	A	E	E	E		C	C		B	A	C
Approach Vol, veh/h		113			220	A		602	A		965	
Approach Delay, s/veh		74.2			67.3			22.9			27.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	86.0		12.2	8.5	89.5		23.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	81.0		15.0	7.0	81.0		27.0				
Max Q Clear Time (g_c+I1), s	8.2	28.4		7.1	3.7	52.9		17.7				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	4.7		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		33.5	
HCM 6th LOS		C	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

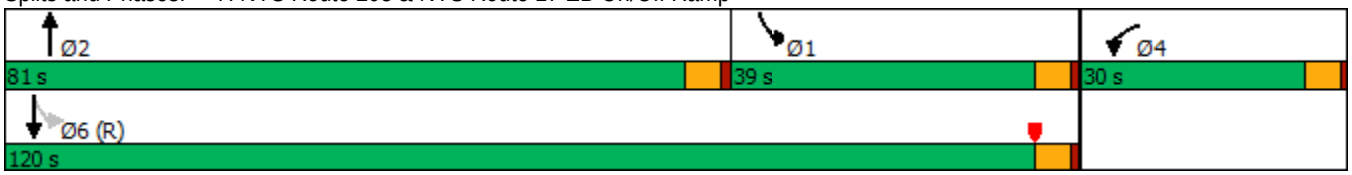
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	92	137	659	212	400	595
Future Volume (vph)	92	137	659	212	400	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%		1%			-2%
Storage Length (ft)	0	0		450	0	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919			0.850		
Flt Protected	0.980				0.950	
Satd. Flow (prot)	1584	0	1853	1560	1823	1881
Flt Permitted	0.980				0.206	
Satd. Flow (perm)	1584	0	1853	1560	395	1881
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	43			147		
Link Speed (mph)	30		55			55
Link Distance (ft)	510		671			1398
Travel Time (s)	11.6		8.3			17.3
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)	98	146	701	226	426	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	0	701	226	426	633
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

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)	30.0		81.0		39.0	120.0
Total Split (%)	20.0%		54.0%		26.0%	80.0%
Maximum Green (s)	25.0		76.0		34.0	115.0
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		-1.5	0.0
Total Lost Time (s)	5.0		5.0		3.5	5.0
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	0.90		0.72	0.14	0.65	0.43
Control Delay	84.8		33.3	0.2	20.1	3.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	84.8		33.3	0.2	20.1	3.3
Queue Length 50th (ft)	194		532	0	152	132
Queue Length 95th (ft)	#335		700	0	198	106
Internal Link Dist (ft)	430		591			1318
Turn Bay Length (ft)				450		
Base Capacity (vph)	299		972	1560	651	1476
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	0.82		0.72	0.14	0.65	0.43

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 121 (81%), Referenced to phase 6:SBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

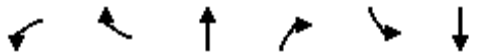
Splits and Phases: 7: NYS Route 208 & NYS Route 17 EB On/Off Ramp



Lane Group	WBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	244	701	226	426	633
v/c Ratio	0.90	0.72	0.14	0.65	0.43
Control Delay	84.8	33.3	0.2	20.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	33.3	0.2	20.1	3.3
Queue Length 50th (ft)	194	532	0	152	132
Queue Length 95th (ft)	#335	700	0	198	106
Internal Link Dist (ft)	430	591			1318
Turn Bay Length (ft)			450		
Base Capacity (vph)	299	972	1560	651	1476
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	0.82	0.72	0.14	0.65	0.43

Intersection Summary

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



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	137	659	212	400	595
Future Volume (veh/h)	92	137	659	212	400	595
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1939	1939	1864	1850	1979	1949
Adj Flow Rate, veh/h	98	0	701	0	426	633
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	3	0	2
Cap, veh/h	121		945		649	1494
Arrive On Green	0.07	0.00	0.51	0.00	0.47	1.00
Sat Flow, veh/h	1792	0	1864	1568	1884	1949
Grp Volume(v), veh/h	99	0	701	0	426	633
Grp Sat Flow(s),veh/h/ln	1810	0	1864	1568	1884	1949
Q Serve(g_s), s	8.1	0.0	44.6	0.0	3.2	0.0
Cycle Q Clear(g_c), s	8.1	0.0	44.6	0.0	3.2	0.0
Prop In Lane	0.99	0.00		1.00	1.00	
Lane Grp Cap(c), veh/h	122		945		649	1494
V/C Ratio(X)	0.81		0.74		0.66	0.42
Avail Cap(c_a), veh/h	302		945		649	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.64	0.64
Uniform Delay (d), s/veh	69.0	0.0	29.3	0.0	24.9	0.0
Incr Delay (d2), s/veh	4.8	0.0	5.2	0.0	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	20.0	0.0	8.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	73.7	0.0	34.5	0.0	26.1	0.6
LnGrp LOS	E		C		C	A
Approach Vol, veh/h	99	A	701	A		1059
Approach Delay, s/veh	73.7		34.5			10.9
Approach LOS	E		C			B

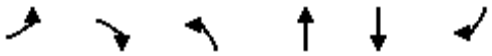
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	39.0	81.0		15.1		120.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	34.0	76.0		25.0		115.0
Max Q Clear Time (g_c+I1), s	5.2	46.6		10.1		2.0
Green Ext Time (p_c), s	1.2	2.1		0.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	38	0	955	857	129
Future Volume (vph)	0	38	0	955	857	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-5%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.982	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1909	1836	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1909	1836	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	344			199	377	
Travel Time (s)	7.8			2.5	4.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%
Adj. Flow (vph)	0	42	0	1049	942	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	42	0	1049	1084	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.97	0.97	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

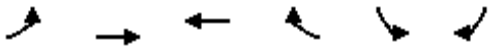
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	955	857	129
Future Vol, veh/h	0	38	0	955	857	129
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	2
Mvmt Flow	0	42	0	1049	942	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1013	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	290	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	290	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	290	-	-
HCM Lane V/C Ratio	-	0.144	-	-
HCM Control Delay (s)	-	19.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	403	125	215	22	0
Future Volume (vph)	0	403	125	215	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		4%	-6%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.915			
Flt Protected					0.950	
Satd. Flow (prot)	0	1825	1756	0	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1825	1756	0	1770	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		385	276		225	
Travel Time (s)		8.8	6.3		5.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	411	128	219	22	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	411	347	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.96	0.96	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

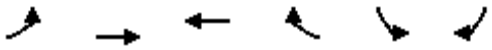
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	403	125	215	22	0
Future Vol, veh/h	0	403	125	215	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-6	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	411	128	219	22	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	649	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	-	434	801
Stage 1	0	-	-	-	802	-
Stage 2	0	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	434	801
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	434
HCM Lane V/C Ratio	-	-	-	0.052
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	98	82	43	305	38
Future Volume (vph)	36	98	82	43	305	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	-4%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.954		0.985	
Flt Protected		0.987			0.957	
Satd. Flow (prot)	0	1848	1813	0	1756	0
Flt Permitted		0.987			0.957	
Satd. Flow (perm)	0	1848	1813	0	1756	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		232	385		263	
Travel Time (s)		5.3	8.8		6.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	37	100	84	44	311	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	128	0	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.97	0.97	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	98	82	43	305	38
Future Vol, veh/h	36	98	82	43	305	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	-4	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	100	84	44	311	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	280	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	710	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	691	948
Mov Cap-2 Maneuver	-	-	-	-	691	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	712
HCM Lane V/C Ratio	0.025	-	-	-	0.492
HCM Control Delay (s)	7.5	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX E

ACCIDENT DATA

TABLE A

ACCIDENT SUMMARY - TOWN ACCIDENT DATA
VARIOUS INTERSECTIONS IN THE TOWN OF SOUTH BLOOMING GROVE

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
			12/01/19	11:05pm	YIELD SIGN	PDO	1-0	DARK-ROAD LIGHTED	SNOW/ICE	T/HAIL/FREEZING	OTHER	UNSAFE SPEED
			09/10/19	12:45pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	UNSAFE SPEED
			08/21/19	10:31am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	TURNING IMPROPER
			08/01/19	12:46am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	UNSAFE SPEED
			04/27/18	02:47pm	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	OVERTAKING	TURNING IMPROPER
			04/08/18	08:20pm	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
			09/23/17	09:07pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	UNSAFE SPEED
			03/23/17	07:08am	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
			02/01/17	08:52am	NONE	PDO	1-0	DAYLIGHT	WET	CLEAR	OTHER	UNSAFE SPEED
			01/31/17	04:18pm	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
			12/14/16	06:00pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
			11/21/16	06:06am	NONE	PDO	1-0	DAWN	WET	CLOUDY	OTHER	ANIMAL'S ACTION
			06/24/16	10:20am	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
			04/19/16	10:55pm	NONE	PDO & I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ALCOHOL INVOLVEMENT
			04/03/16	11:10am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
			03/31/16	05:15pm	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OTHER	BACKING UNSAFELY
Driveway	At Int. w/ State Route 208		12/20/16	09:35am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	TURNING IMPROPER
Fairway Dr	Fairway Dr		12/23/19	09:40am	NONE	N/R	2-0	DAYLIGHT	WET	CLEAR	UNKNOWN	NOT APPLICABLE
Mountain Rd	At Int. w/ State Route 208		03/08/19	03:57pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Mountain Rd	Mountain Rd		02/13/19	09:28am	NO PASSING ZONE	N/R	2-0	DAYLIGHT	WET	CLEAR	SIDESWIPE	FAILURE TO KEEP RIGHT
Mountain Rd	Mountain Rd		02/13/19	10:50am	NO PASSING ZONE	N/R	2-0	DAYLIGHT	WET	CLEAR	REAR END	UNSAFE SPEED
Mountain Rd	At Int. w/ State Route 208		02/28/17	12:12pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Mountain Rd	Mountain Rd		05/24/16	01:55pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	SIDESWIPE	FAILURE TO KEEP RIGHT
Parking Lot	Parking Lot		03/10/20	02:35pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	UNKNOWN	BACKING UNSAFELY
Parking Lot	At Int. w/ Driveway		09/16/18	01:20pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	TURNING IMPROPER
Parking Lot	Parking Lot		06/05/18	12:00pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	BACKING UNSAFELY
Parking Lot	Parking Lot		02/02/16	03:30pm	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	TURNING IMPROPER
Ramp	Ramp		02/13/20	01:10am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
Ramp	At Int. w/		02/07/20	12:56pm	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
Ramp	Ramp		12/02/19	01:55pm	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
Ramp	Ramp		10/02/19	09:40pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ALCOHOL INVOLVEMENT
Ramp	Ramp		06/30/19	01:50pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ramp	Ramp		06/23/19	02:05pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ramp	Ramp		01/31/19	07:19pm	YIELD SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Ramp	Ramp		01/30/19	07:03pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	SLUSH	CLOUDY	OTHER	UNSAFE SPEED
Ramp	Ramp		10/20/18	06:55am	NONE	N/R	1-0	DUSK	WET	RAIN	OTHER	UNSAFE SPEED
Ramp	Ramp		08/31/18	03:45pm	NONE	N/R	1-0	DAYLIGHT	WET	CLEAR	OTHER	UNSAFE SPEED
Ramp	Ramp		08/07/18	11:15pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	UNSAFE SPEED
Ramp	At Int. w/		08/02/18	12:30pm	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	OTHER (VEHICLE)
Ramp	Ramp		05/18/18	11:45pm	YIELD SIGN	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	FAILURE TO KEEP RIGHT
Ramp	At Int. w/		03/19/18	04:55pm	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Ramp	At Int. w/		03/19/18	12:10pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE LANE CHANGE
Ramp	Ramp		02/04/18	01:00am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	CLOUDY	OTHER	UNSAFE SPEED
Ramp	Ramp		01/05/18	02:15pm	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	CLEAR	OTHER	UNSAFE SPEED
Ramp	Ramp		02/23/17	07:55am	YIELD SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	NOT ENTERED
Ramp	Ramp		12/09/16	06:40am	YIELD SIGN	N/R	2-0	DUSK	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
Ramp	At Int. w/		10/10/16	11:30am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	OTHER (VEHICLE)
Ramp	Ramp		10/01/16	08:00pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	UNSAFE SPEED
Ramp	Ramp		09/12/16	07:55am	YIELD SIGN	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	TRAFFIC CONTROL DEVICES DISREGARDED
Ramp	Ramp		09/04/16	05:00pm	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Ramp	Ramp		08/23/16	10:30pm	NONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ALCOHOL INVOLVEMENT
Ramp	Ramp		07/23/16	05:50pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	PASSING OR LANE USAGE IMPROPERLY
Ramp	Ramp		02/02/16	11:30am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FELL ASLEEP
Ramp	Ramp		01/23/16	04:00pm	NONE	N/R	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Hwy 208	State Hwy 208		02/18/16	09:07am	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Route 17	17 83101218	11/08/19	06:34am	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	NOT ENTERED
Route 208	At Int. w/ Route 17	17 83101218	11/04/17	07:15pm	TRAFFIC SIGNAL	PDO & I	2-4	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Route 17	17 83101218	01/13/17	06:56am	YIELD SIGN	N/R	2-0	DAWN	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Route 17	17 83101218	12/13/16	06:05pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Route 17	17 83101218	11/22/16	05:35pm	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Route 17	17 83101218	06/12/16	04:45pm	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Hwy 17	At Int. w/ State Route 208	17 83101218	12/12/19	12:00pm	NONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	PASSING OR LANE USAGE IMPROPERLY
State Hwy 17	State Hwy 17	17 83101218	11/29/19	02:15pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	At Int. w/ State Route 208	17 83101218	10/28/19	02:11pm	NONE	PDO & I	2-4	DAYLIGHT	DRY	CLOUDY	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
State Hwy 17	State Hwy 17	17 83101218	02/22/19	12:20pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101218	12/16/18	05:40am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	ANIMAL'S ACTION
State Hwy 17	At Int. w/ State Route 208	17 83101218	01/11/17	08:40am	NONE	N/R	2-0	DAYLIGHT	WET	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101218	11/10/16	12:40pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Hwy 17	State Hwy 17	17 83101218	10/03/16	04:40pm	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
State Hwy 17	At Int. w/ State Route 208	17 83101218	03/03/16	07:35am	NONE	PDO	2-0	DAWN	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101219	05/17/19	08:35am	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101219	02/21/19	05:45am	NONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	SNOW/ICE	RAIN	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
State Hwy 17	State Hwy 17	17 83101219	01/28/19	03:10pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
State Hwy 17	State Hwy 17	17 83101219	02/12/18	06:35pm	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY

*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
State Hwy 17	State Hwy 17	17 83101219	06/27/17	03:55pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101219	06/08/17	03:15pm	NONE	N/R	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	FAILURE TO YIELD RIGHT OF WAY
State Hwy 17	State Hwy 17	17 83101219	01/25/17	06:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101219	10/26/16	02:40pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
State Hwy 17	State Hwy 17	17 83101220	01/07/20	06:47am	NONE	N/R	2-0	DAWN	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101220	04/17/19	11:10am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE LANE CHANGE
State Hwy 17	**At Int. w/ Ramp**	**17 83101220**	**02/15/19**	**02:26pm**	**NONE**	**F**	**2-4**	**DAYLIGHT**	**DRY**	**CLEAR**	**REAR END**	**DRIVER INATTENTION**
State Hwy 17	At Int. w/ Ramp	17 83101220	02/15/19	07:05am	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	UNSAFE SPEED
State Hwy 17	At Int. w/ Ramp	17 83101220	12/11/18	03:40pm	NONE	PDO & I	3-3	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101220	10/07/18	03:30pm	NONE	PDO	5-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Hwy 17	At Int. w/ Ramp	17 83101220	05/19/18	07:05pm	NONE	PDO	1-0	DUSK	WET	RAIN	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101220	03/02/18	10:10am	NONE	N/R	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101220	07/24/17	07:00am	NONE	N/R	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101220	06/05/17	01:30pm	HIGHWAY WORK ARE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OTHER	TRAFFIC CONTROL DEVICES DISREGARDED
State Hwy 17	State Hwy 17	17 83101220	03/27/17	07:45am	NONE	I	2-2	DAYLIGHT	WET	RAIN	REAR END	DRIVER INATTENTION
State Hwy 17	State Hwy 17	17 83101220	03/17/17	08:20pm	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101220	03/07/17	08:10am	NONE	N/R	2-0	DAYLIGHT	WET	RAIN	REAR END	UNSAFE LANE CHANGE
State Hwy 17	At Int. w/ Ramp	17 83101220	01/10/17	07:07am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101220	01/06/16	08:10am	NONE	PDO & I	2-1	DAWN	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 17	Route 17	17 83101221	08/28/17	05:25pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	FELL ASLEEP
Route 17	At Int. w/ Route 208	17 83101221	03/09/17	04:32am	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101221	01/06/20	12:30pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	OBSTRUCTION/DEBRIS
State Hwy 17	State Hwy 17	17 83101221	10/13/19	11:10pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Hwy 17	State Hwy 17	17 83101221	11/16/17	06:55am	NONE	PDO	2-0	DAWN	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101221	09/22/17	10:15am	NONE	N/R	1-0	DAYLIGHT	DRY	CLEAR	OTHER	TOW HITCH DEFECTIVE
State Hwy 17	State Hwy 17	17 83101221	03/17/17	08:25pm	POLICE/FIRE EMERGEN	PDO	3-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101221	02/23/17	04:20pm	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101221	11/22/16	07:47am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	GLARE
State Hwy 17	At Int. w/ State Route 208	17 83101221	08/25/16	08:55am	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	At Int. w/ Ramp	17 83101222	09/29/19	12:35pm	NONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	PASSING OR LANE USAGE IMPROPERLY
State Hwy 17	At Int. w/ Ramp	17 83101222	07/05/19	03:30pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101222	02/26/19	08:00am	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101222	06/18/18	05:40am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Hwy 17	At Int. w/ Ramp	17 83101222	09/14/17	09:48am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	NOT APPLICABLE
State Hwy 17	State Hwy 17	17 83101222	03/18/17	01:30pm	NONE	PDO & I	1-1	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PASSING OR LANE USAGE IMPROPERLY
State Hwy 17	At Int. w/ Ramp	17 83101222	03/21/16	05:45am	NONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101223	12/02/19	07:35pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101223	11/04/19	05:56pm	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	PASSING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101223	03/02/18	09:20am	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101223	12/09/17	01:50pm	NONE	PDO & I	2-4	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Hwy 17	State Hwy 17	17 83101223	08/18/17	01:00pm	NONE	N/R	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Hwy 17	State Hwy 17	17 83101223	07/28/17	01:45pm	NOT ENTERED	N/R	0-0	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
State Hwy 17	State Hwy 17	17 83101223	06/03/17	08:04am	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Hwy 17	State Hwy 17	17 83101223	09/06/16	08:39am	NONE	PDO & I	3-3	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION
State Hwy 17	State Hwy 17	17 83101224	06/03/19	07:55am	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE LANE CHANGE
State Hwy 17	State Hwy 17	17 83101224	08/19/18	12:30pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
State Hwy 208	At Int. w/ Ramp	208 83011007	05/27/18	02:20pm	TRAFFIC SIGNAL	PDO & I	2-3	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011007	02/17/20	09:10am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	TURNING IMPROPER
State Route 208	At Int. w/ Ramp	208 83011007	12/30/19	01:40pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	WET	RAIN	REAR END	CELL PHONE (HAND HELD)
State Route 208	At Int. w/ Ramp	208 83011007	08/15/19	09:45am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	TURNING IMPROPER
State Route 208	State Route 208	208 83011007	08/07/19	04:53pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011007	07/14/19	06:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER
State Route 208	At Int. w/ Ramp	208 83011007	05/31/19	04:25pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	OTHER (VEHICLE)
State Route 208	At Int. w/ Ramp	208 83011007	01/17/19	07:00pm	TRAFFIC SIGNAL	N/R	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011007	12/10/18	05:41pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011007	10/28/18	12:05pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	PASSING OR LANE USAGE IMPROPERLY
State Route 208	At Int. w/ Ramp	208 83011007	05/05/18	11:00pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011007	04/22/18	03:08pm	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	PAVEMENT DEFECTIVE
State Route 208	State Route 208	208 83011007	11/10/17	08:45pm	TRAFFIC SIGNAL	PDO & I	2-3	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	ALCOHOL INVOLVEMENT
State Route 208	At Int. w/ Ramp	208 83011007	11/09/17	12:55pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
State Route 208	At Int. w/ Ramp	208 83011007	10/23/17	03:00pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011007	08/16/17	09:40am	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	NOT APPLICABLE
State Route 208	At Int. w/ Ramp	208 83011007	07/02/17	11:12am	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011007	04/07/17	06:12pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
State Route 208	At Int. w/ Ramp	208 83011007	01/20/17	05:40am	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011007	11/01/16	03:05pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
State Route 208	At Int. w/ Ramp	208 83011007	10/31/16	05:15pm	TRAFFIC SIGNAL	N/R	2-0	DUSK	DRY	CLEAR	REAR END	OTHER (VEHICLE)
State Route 208	At Int. w/ Ramp	208 83011007	10/10/16	11:50am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011007	10/01/16	07:46pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	ANIMAL'S ACTION
State Route 208	At Int. w/ Ramp	208 83011007	09/20/16	10:27am	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011007	08/28/16	02:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
State Route 208	State Route 208	208 83011007	04/03/16	01:55pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011008	07/20/18	08:15pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	NOT ENTERED
State Hwy 208	State Hwy 208	208 83011008	06/22/18	07:00pm	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	UNSAFE SPEED
State Hwy 208	State Hwy 208	208 83011008	09/21/16	05:30am	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011008	06/11/19	07:00pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
State Route 208	State Route 208	208 83011008	12/30/18	08:10am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
State Route 208	State Route 208	208 83011008	08/13/18	03:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	UNSAFE SPEED

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
State Route 208	State Route 208	208 83011008	01/05/18	09:15am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	SLUSH	CLOUDY	REAR END	UNSAFE SPEED
State Route 208	State Route 208	208 83011008	04/06/17	04:40pm	NONE	PDO & I	2-2	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011008	10/22/16	06:42pm	YIELD SIGN	N/R	4-0	DARK-ROAD LIGHTED	WET	RAIN	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011008	04/12/16	07:15am	NO PASSING ZONE	PDO	3-0	DAYLIGHT	WET	RAIN	OTHER	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011008	02/11/16	04:18pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 17	At Int. w/ Route 208	208 83011009	01/03/20	05:35pm	NONE	PDO & I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Route 17	At Int. w/ Route 208	208 83011009	12/10/17	01:00am	NONE	N/R	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	CLOUDY	OTHER	PAVEMENT SLIPPERY
Route 17	At Int. w/ Route 208	208 83011009	12/01/16	11:17am	TRAFFIC SIGNAL	N/R	1-0	DAYLIGHT	DRY	CLEAR	OTHER	OTHER (VEHICLE)
Route 17	At Int. w/ Route 208	208 83011009	04/26/16	05:15pm	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011009	11/21/17	06:45pm	NO PASSING ZONE	PDO & I	2-2	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	DRIVER INATTENTION
Route 208	Route 208	208 83011009	01/26/16	06:23pm	YIELD SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011009	02/23/20	06:08pm	TRAFFIC SIGNAL	PDO	2-0	UNKNOWN	DRY	CLEAR	OVERTAKING	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011009	02/06/20	06:26pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	OTHER	PASSING OR LANE USAGE IMPROPERLY
State Route 208	State Route 208	208 83011009	11/19/19	08:30am	NO PASSING ZONE	PDO & I	3-2	DAYLIGHT	WET	CLOUDY	OTHER	NOT APPLICABLE
State Route 208	State Route 208	208 83011009	10/25/19	10:33am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011009	10/21/19	03:08pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	PASSING OR LANE USAGE IMPROPERLY
State Route 208	State Route 208	208 83011009	10/19/19	05:00pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011009	09/07/19	10:45am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011009	05/13/19	01:51pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	TURNING IMPROPER
State Route 208	State Route 208	208 83011009	08/07/18	06:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011009	03/01/18	04:15pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011009	10/17/17	03:35pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
State Route 208	State Route 208	208 83011009	07/09/17	12:05pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	ALCOHOL INVOLVEMENT
State Route 208	State Route 208	208 83011009	04/25/17	05:55pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011010	02/20/18	07:55pm	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ State Route 208	208 83011010	07/18/17	10:15am	ŧIGHWAY WORK ARE	N/R	1-0	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE
Route 208	At Int. w/ State Route 17	208 83011010	04/25/17	12:10pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	WET	RAIN	OTHER	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ State Route 208	208 83011010	01/08/17	01:50pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 208	At Int. w/ State Route 208	208 83011010	01/28/20	05:50pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	OVERTAKING	TURNING IMPROPER
State Hwy 208	At Int. w/ State Route 208	208 83011010	01/04/20	06:25pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	TURNING IMPROPER
State Hwy 208	At Int. w/ State Route 208	208 83011010	06/15/18	01:50pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE SPEED
State Hwy 208	At Int. w/ State Route 208	208 83011010	11/19/16	10:56pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	LEFT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Hwy 208	At Int. w/ State Route 17	208 83011010	11/17/16	04:14pm	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 208	At Int. w/ State Route 208	208 83011010	07/21/16	03:04pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Hwy 208	At Int. w/ State Route 208	208 83011010	04/26/16	02:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Hwy 208	At Int. w/ State Route 208	208 83011010	03/18/16	07:51pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011010	05/22/19	11:00am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011010	05/20/19	03:59pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011010	03/25/18	10:25pm	TRAFFIC SIGNAL	PDO & I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011010	03/02/17	04:20pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	PASSING OR LANE USAGE IMPROPERLY
State Route 208	At Int. w/ State Route 17	208 83011010	12/20/16	06:00am	TRAFFIC SIGNAL	PDO	3-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Ramp	208 83011010	06/22/16	04:40pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011010	05/29/16	11:00am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Parking Lot	At Int. w/ Route 208	208 83011011	12/18/18	08:45am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	TURNING IMPROPER
Parking Lot	At Int. w/ Route 208	208 83011011	11/09/18	07:49am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OTHER	BACKING UNSAFELY
Parking Lot	At Int. w/ Route 208	208 83011011	06/25/18	09:15am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	DRIVERLESS/RUNAWAY VEHICLE
Parking Lot	At Int. w/ Route 208	208 83011011	02/01/16	03:09pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011011	02/21/20	03:21pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011011	02/08/17	08:57am	NO PASSING ZONE	N/R	2-0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011011	01/19/17	07:02am	NO PASSING ZONE	N/R	1-0	DAWN	WET	CLOUDY	OTHER	ANIMAL'S ACTION
State Route 208	At Int. w/ Parking Lot	208 83011011	03/23/20	07:38pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	T/HAIL/FREEZING	OTHER	PAVEMENT SLIPPERY
State Route 208	At Int. w/ Parking Lot	208 83011011	03/07/20	08:20am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	At Int. w/ Parking Lot	208 83011011	12/20/19	06:30pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	TRAFFIC CONTROL DEVICES DISREGARDED
State Route 208	At Int. w/ Parking Lot	208 83011011	10/21/19	01:50pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	DRIVER INATTENTION
State Route 208	At Int. w/ Parking Lot	208 83011011	10/08/19	04:34pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
State Route 208	At Int. w/ Parking Lot	208 83011011	10/07/19	04:43pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Parking Lot	208 83011011	10/22/18	04:58pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INEXPERIENCE
State Route 208	At Int. w/ Parking Lot	208 83011011	10/16/18	05:31pm	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION
State Route 208	State Route 208	208 83011011	08/09/18	11:00am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Parking Lot	208 83011011	07/21/18	09:22am	NONE	N/R	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	DRIVER INATTENTION
State Route 208	At Int. w/ Parking Lot	208 83011011	06/07/18	06:12pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Ramp	208 83011011	09/08/17	08:30am	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
State Route 208	State Route 208	208 83011011	03/08/17	11:41pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011012	09/03/19	09:10pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011012	05/24/18	06:00pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011012	09/06/17	08:08am	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	Route 208	208 83011012	08/04/16	11:21pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Route 208	Route 208	208 83011012	06/08/16	08:20am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	TURNING IMPROPER
State Hwy 208	State Hwy 208	208 83011012	06/13/19	07:34pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION
State Route 208	State Route 208	208 83011012	05/25/18	02:47pm	NONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011012	08/27/16	03:35pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011012	01/23/16	10:17am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	SIDESWIPE	PAVEMENT SLIPPERY
Museum Village Rd	At Int. w/ Route 208	208 83011013	11/05/17	04:15pm	STOP SIGN	PDO & I	2-1	DUSK	WET	RAIN	RIGHT ANGLE	UNSAFE SPEED
Museum Village Rd	At Int. w/ Route 208	208 83011013	01/05/16	05:15pm	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Museum Village Rd	208 83011013	01/22/20	03:40pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	11/29/19	01:03pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER
Route 208	At Int. w/ Museum Village Rd	208 83011013	05/31/19	01:58pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	02/13/19	05:45pm	STOP SIGN	PDO & I	2-2	DARK-ROAD UNLIGHTED	DRY	CLOUDY	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY

*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

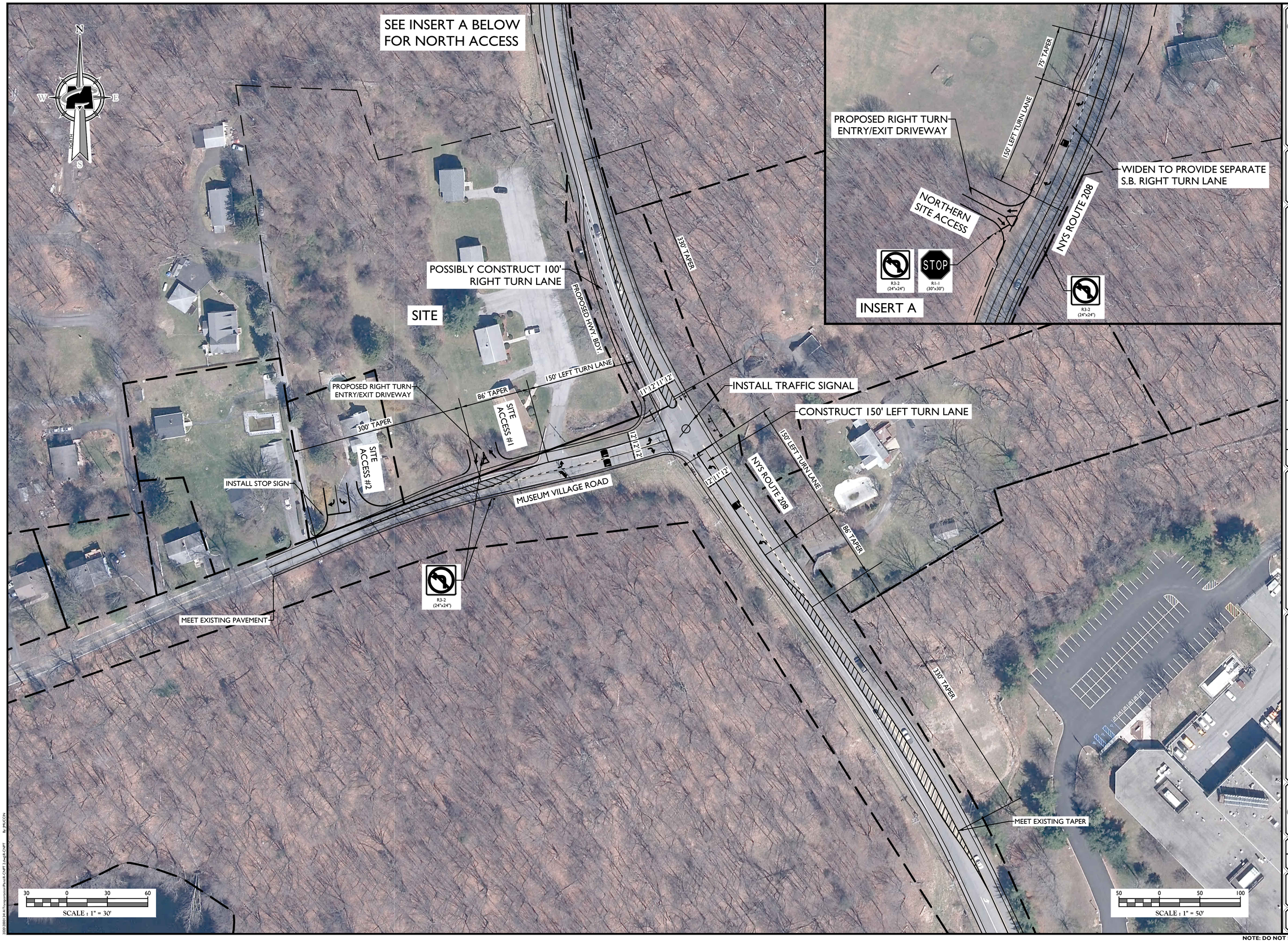
Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Route 208	At Int. w/ Museum Village Rd	208 83011013	08/13/18	10:47am	NONE	PDO & I	2-2	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Museum Village Rd	208 83011013	06/27/18	02:09pm	STOP SIGN	PDO & I	2-3	DAYLIGHT	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	03/04/18	01:13pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INATTENTION
Route 208	Route 208	208 83011013	10/28/17	07:48pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	At Int. w/ Museum Village Rd	208 83011013	10/20/17	09:03am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	08/15/17	02:30pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	07/12/17	05:19pm	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Museum Village Rd	208 83011013	05/26/17	07:27pm	NO PASSING ZONE	PDO	2-0	DUSK	DRY	CLEAR	REAR END	DRIVER INATTENTION
Route 208	At Int. w/ Museum Village Rd	208 83011013	03/02/17	08:00pm	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED
Route 208	At Int. w/ Museum Village Rd	208 83011013	03/01/17	03:20pm	STOP SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	Route 208	208 83011013	02/28/17	05:05pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011013	10/10/16	12:10pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Museum Village Rd	208 83011013	07/01/16	04:20pm	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	Route 208	208 83011013	05/13/16	08:27am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Route 208	At Int. w/ Museum Village Rd	208 83011013	08/01/18	12:05pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	UNSAFE SPEED
State Route 208	State Route 208	208 83011013	06/11/18	07:50am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011013	05/01/18	04:53pm	NO PASSING ZONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION
State Route 208	At Int. w/ Museum Village Rd	208 83011013	10/28/17	05:25pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
State Route 208	At Int. w/ Museum Village Rd	208 83011013	10/20/17	04:55pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Route 208	At Int. w/ Museum Village Rd	208 83011013	07/21/17	03:10pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011013	05/30/17	07:27am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011014	04/02/18	05:32am	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
Route 208	Route 208	208 83011014	02/03/18	09:48am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	UNSAFE SPEED
Route 208	Route 208	208 83011014	12/09/17	10:05am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011014	12/20/16	01:50pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011014	12/20/16	01:50pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011014	07/06/18	03:54pm	NO PASSING ZONE	PDO & I	3-2	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Route 208	**State Route 208**	**208 83011014**	**01/29/17**	**04:13pm**	**NO PASSING ZONE**	**F**	**1-0**	**UNKNOWN**	**DRY**	**CLEAR**	**OTHER**	**UNSAFE SPEED**
Route 208	Route 208	208 83011015	09/04/19	04:54am	NO PASSING ZONE	PDO & I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
Route 208	Route 208	208 83011015	11/23/18	05:45pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011015	09/04/17	04:30pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011015	07/05/18	08:35am	STOP SIGN	PDO & I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011016	02/12/20	06:00pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011016	11/05/18	05:39pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011016	10/03/19	08:00am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011016	05/01/19	03:15pm	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011016	11/15/18	03:47pm	NO PASSING ZONE	PDO	2-0	DUSK	SNOW/ICE	SNOW	SIDESWIPE	PAVEMENT SLIPPERY
State Route 208	State Route 208	208 83011016	09/19/18	10:26am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011016	11/15/17	06:08am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011016	03/07/17	07:25am	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011016	07/23/16	10:16am	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER
Route 208	Route 208	208 83011017	10/25/19	05:03am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	At Int. w/ Fairway Dr	208 83011017	05/03/19	10:47am	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011017	12/17/17	02:00pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	SIDESWIPE	DRIVER INATTENTION
Route 208	Route 208	208 83011017	11/04/17	08:56am	NONE	I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	At Int. w/ Fairway Dr	208 83011017	09/18/17	04:27am	NOT ENTERED	N/R	0-0	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
Route 208	At Int. w/ Fairway Dr	208 83011017	06/09/17	06:15pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011017	01/04/17	07:45pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	SIDESWIPE	DRIVER INATTENTION
Route 208	At Int. w/ Fairway Dr	208 83011017	11/20/16	12:11pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Fairway Dr	208 83011017	04/19/16	05:50pm	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011017	10/24/19	06:20am	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT ANGLE	VIEW OBSTRUCTED/LIMITED
State Route 208	State Route 208	208 83011017	06/30/19	03:00pm	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011017	09/13/18	01:44pm	NO PASSING ZONE	N/R	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
State Route 208	At Int. w/ Fairway Dr	208 83011017	08/28/17	09:05pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	At Int. w/ Fairway Dr	208 83011017	01/05/16	09:15am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
Route 208	Route 208	208 83011018	03/07/20	10:50pm	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	SIDESWIPE	FAILURE TO KEEP RIGHT
Route 208	Route 208	208 83011018	05/16/19	06:13pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011018	12/29/18	09:30pm	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011018	01/02/18	05:38pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011018	08/09/16	02:28am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011018	04/08/16	07:15am	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
State Route 208	State Route 208	208 83011018	01/20/20	05:00am	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011018	11/07/19	06:30am	NO PASSING ZONE	PDO	1-0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011018	10/02/19	06:53pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
State Route 208	State Route 208	208 83011018	08/14/19	11:25pm	NO PASSING ZONE	PDO & I	2-2	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	ALCOHOL INVOLVEMENT
State Route 208	State Route 208	208 83011018	04/20/18	09:40am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER
State Route 208	State Route 208	208 83011018	03/22/18	06:00am	NO PASSING ZONE	PDO	4-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011018	03/16/18	08:40am	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Mountain Rd	208 83011018	06/29/17	02:45pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
State Route 208	State Route 208	208 83011018	06/20/16	09:30pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
State Route 208	State Route 208	208 83011018	05/26/16	10:00am	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
State Route 208	State Route 208	208 83011018	04/01/16	12:48pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Mountain Rd	At Int. w/ Route 208	208 83011019	10/24/19	03:15pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE SPEED
Mountain Rd	At Int. w/ Route 208	208 83011019	07/12/19	07:30pm	STOP SIGN	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Mountain Rd	At Int. w/ State Route 208	208 83011019	01/20/19	08:00am	STOP SIGN	N/R	2-0	DAYLIGHT	SLUSH	T/HAIL/FREEZING	LEFT TURN (AGAINST OTHER CAR)	VIEW OBSTRUCTED/LIMITED
Mountain Rd	At Int. w/ Route 208	208 83011019	09/20/18	10:10am	STOP SIGN	N/R	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Mountain Rd	At Int. w/ Route 208	208 83011019	07/15/18	02:54pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Mountain Rd	At Int. w/ Route 208	208 83011019	10/28/17	10:35pm	STOP SIGN	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Route 208	At Int. w/ Mountain Rd	208 83011019	04/14/20	06:57pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	03/13/20	02:30pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	02/03/20	11:12am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	11/19/19	09:54am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	11/04/19	04:00pm	STOP SIGN	PDO & I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	09/27/19	12:52pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	09/13/19	11:53am	STOP SIGN	I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	ILLNESS
Route 208	At Int. w/ Mountain Rd	208 83011019	06/27/19	06:47am	NO PASSING ZONE	PDO & I	3-3	DAYLIGHT	DRY	CLEAR	OTHER	PRESCRIPTION MEDICATION
Route 208	At Int. w/ Mountain Rd	208 83011019	06/26/19	08:29pm	NO PASSING ZONE	PDO & I	2-1	DUSK	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011019	03/12/19	05:45pm	NO PASSING ZONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	11/29/18	06:23pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	08/26/18	12:24pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	08/17/18	02:22pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	DRIVER INATTENTION
Route 208	At Int. w/ Mountain Rd	208 83011019	06/16/18	11:59am	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	02/23/18	04:45pm	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	WET	RAIN	REAR END	NOT APPLICABLE
Route 208	At Int. w/ Mountain Rd	208 83011019	12/07/17	09:15pm	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 208	Route 208	208 83011019	10/21/17	09:40pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	Route 208	208 83011019	10/11/17	10:27am	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INATTENTION
Route 208	At Int. w/ Mountain Rd	208 83011019	06/17/17	10:50am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	06/13/17	01:02pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	05/23/17	04:20pm	NO PASSING ZONE	PDO & I	2-4	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	05/05/17	06:00pm	STOP SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	04/04/17	09:51am	NO PASSING ZONE	I	2-1	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	03/14/17	07:00am	NOT ENTERED	N/R	0-0	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
Route 208	Route 208	208 83011019	12/03/16	11:28pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 208	At Int. w/ Mountain Rd	208 83011019	11/22/16	07:57am	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 208	At Int. w/ Mountain Rd	208 83011019	08/30/16	01:00am	UNKNOWN	PDO	1-0	DAWN	DRY	CLEAR	OTHER	UNKNOWN
Route 208	At Int. w/ Mountain Rd	208 83011019	08/26/16	08:54am	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 208	At Int. w/ Mountain Rd	208 83011019	07/18/16	06:57am	STOP SIGN	PDO & I	3-7	DAYLIGHT	DRY	CLEAR	OTHER	FAILURE TO YIELD RIGHT OF WAY
State Route 208	At Int. w/ Mountain Rd	208 83011019	04/05/17	05:35pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
State Route 208	State Route 208	208 83011019	03/10/16	04:24pm	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	HEAD ON	FAILURE TO KEEP RIGHT

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX F

CONCEPTUAL ACCESS AND OFFSITE IMPROVEMENT PLAN



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REV	DATE	DRAWN BY	DESCRIPTION

PRELIMINARY

PRELIMINARY
CONCEPTUAL PLAN

FOR

S. BLOOMING GROVE COMMERCIAL

MUSEUM VILLAGE ROAD
VILLAGE OF S. BLOOMING GROVE
ORANGE COUNTY
NEW YORK

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

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	6/16/2020	J.F.M.	P.J.G.

PROJECT NUMBER: 20001241A
DRAWING NAME: R-CNPT 2

SHEET TITLE: CONCEPT PLAN (SK-1) (NYS RTE. 208 & MUSEUM VILLAGE ROAD)

SHEET NUMBER: 1 of 1

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

2020\20001241A\Transposition\Plan\R-CNPT 2.dwg\R-CNPT By: JMUCCIN

PROPOSED COMMERCIAL DEVELOPMENT

APPENDIX G

TRAFFIC SIGNAL WARRANT ANALYSIS

TABLE TSW-1

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: South Blooming Grove, NY

DATE: 8/10/20

VOLUME BASIS..... 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) = 2

Speed
85 % Speed >= 40 mph (Y or N)-----> Y

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	0	0	350	140	525	70	280	112	420	56	NO	NO	NO	NO
01:00 AM	0	0	350	140	525	70	280	112	420	56	NO	NO	NO	NO
02:00 AM	0	0	350	140	525	70	280	112	420	56	NO	NO	NO	NO
03:00 AM	0	0	350	140	525	70	280	112	420	56	NO	NO	NO	NO
04:00 AM	0	0	350	140	525	70	280	112	420	56	NO	NO	NO	NO
05:00 AM	545	62	350	140	525	70	280	112	420	56	NO	NO	NO	YES
06:00 AM	935	57	350	140	525	70	280	112	420	56	NO	NO	NO	YES
07:00 AM	1370	104	350	140	525	70	280	112	420	56	NO	YES	NO	YES
08:00 AM	1351	125	350	140	525	70	280	112	420	56	NO	YES	YES	YES
09:00 AM	1166	165	350	140	525	70	280	112	420	56	YES	YES	YES	YES
10:00 AM	1049	210	350	140	525	70	280	112	420	56	YES	YES	YES	YES
11:00 AM	1114	258	350	140	525	70	280	112	420	56	YES	YES	YES	YES
12:00 PM	1381	422	350	140	525	70	280	112	420	56	YES	YES	YES	YES
01:00 PM	1396	426	350	140	525	70	280	112	420	56	YES	YES	YES	YES
02:00 PM	1539	470	350	140	525	70	280	112	420	56	YES	YES	YES	YES
03:00 PM	1725	521	350	140	525	70	280	112	420	56	YES	YES	YES	YES
04:00 PM	1893	695	350	140	525	70	280	112	420	56	YES	YES	YES	YES
05:00 PM	1876	706	350	140	525	70	280	112	420	56	YES	YES	YES	YES
06:00 PM	1716	517	350	140	525	70	280	112	420	56	YES	YES	YES	YES
07:00 PM	1412	431	350	140	525	70	280	112	420	56	YES	YES	YES	YES
08:00 PM	1074	388	350	140	525	70	280	112	420	56	YES	YES	YES	YES
09:00 PM	828	340	350	140	525	70	280	112	420	56	YES	YES	YES	YES
10:00 PM	554	166	350	140	525	70	280	112	420	56	YES	YES	YES	YES
TOTAL HOURS MEETING WARRANTS											**14**	**16**	**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: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: SATISFIED -- CRITERIA MET FOR SIGNALIZATION

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