

Town of Blooming Grove Planning Board  
Attn: Christina Gleason  
6 Horton Road  
Blooming Grove NY, 10914



**RE: Traffic Impact Study (Revision No. 2) for Proposed Commercial Development, Craigville Road, Town of Blooming Grove, Orange County, New York; CM Project No. 120-269**

Members of the Board:

Creighton Manning Engineering, LLP (CM) has completed a revised traffic impact study of the proposed commercial development located on Craigville Road (County Route 51) in the Town of Blooming Grove. This report was revised based on comments contained in the January 10, 2024 Completeness Review memorandum prepared by Nelson Pope Voorhis (NPV). This analysis is based on the Final Scoping Document for the Draft Environmental Impact Statement, last revised September 14, 2023, traffic engineering industry standards and the Site Plan prepared by Arden Consulting Engineers, PLLC, which is included under separate cover.

### 1.0 Project Description

The subject site, which is currently utilized for agriculture, is comprised of two parcels designated as Section 54, Block 1, Lot 50.12 as shown on the Orange County Tax Map. The proposed commercial development consists of constructing a new one-story 562,450-square-foot building located on the west side of Craigville Road. The site will be accessed via one full-movement driveway on Craigville Road approximately 610 feet south of the Orange Heritage Trail Overpass. The project is expected to be completed and operational by 2024. A map illustrating the project location and adjacent roadway network is shown in Exhibit 1.



Exhibit 1 – Project Location

## 2.0 Existing Conditions

### Roadways Serving the Site

**Craigville Road (County Route 51)** is classified as an Urban Major Collector roadway under the jurisdiction of the Orange County Department of Public Works (OCDPW). The roadway provides north-south travel between the Town of Goshen and NYS Route 17. In the vicinity of the project, the roadway consists of one 11-foot travel lane with a three-foot shoulder in each direction. Approximately 2,000 feet north of the NYS Route 17 Northbound Exit 128 Off-Ramp/Craigville Road intersection, the Orange Heritage Trail (OHT) utilizes the preserved Erie Railroad overpass to cross Craigville Road. The roadway pavement conditions are fair. Turn lanes and sidewalks are not provided along the roadway and there is no posted speed limit.

**NYS Route 17M** is classified as an Urban Minor Arterial roadway under the jurisdiction of New York State Department of Transportation (NYSDOT). The roadway generally runs north-south parallel to NYS Route 17 from the Town of Goshen to the Village of Harriman. In the vicinity of the project, the roadway provides one 11-foot travel lane with variable shoulder width in each direction. The roadway pavement has some wear and tear but is in generally fair condition. Turn lanes are generally not provided and there are no sidewalks provided along the roadway. The posted speed limit is 50 miles per hour.

**NYS Route 17** is classified as a Principal Arterial-Other Freeway/Expressway under the jurisdiction of NYSDOT. The roadway runs north-south parallel to NYS Route 17M from the Town of Goshen to the Village of Harriman. In the vicinity of the project, the roadway provides two 12-foot travel lanes with a ten-foot-wide shoulder on the right side of the road in each direction. The roadway pavement is in generally good condition. There are no turn lanes or sidewalks provided along the roadway. The posted speed limit is 55 miles per hour.

**Old Mansion Road** is classified as a Local roadway under the jurisdiction of the Town of Blooming Grove. The roadway provides north-south travel. In the vicinity of the project, the roadway provides one 11-foot travel lane with variable width shoulders in each direction. The roadway pavement has some wear and tear but is in generally fair condition. Turn lanes are generally not provided and there are no sidewalks provided along the roadway. There is no posted speed limit.

**Kings Highway (County Route 13)** is classified as a Major Collector roadway under the jurisdiction of the OCDPW. The roadway provides north-south travel. The roadway has one 11-foot travel lane with variable shoulder width in each direction. The roadway pavement is in generally good condition. Turn lanes are generally not provided and there are no sidewalks along the roadway. The posted speed limit is 30 miles per hour.

**Lehigh Avenue** is classified as a Local roadway under the jurisdiction of the Town of Chester. The roadway provides east-west travel, parallel to NYS Route 17. The roadway has one 11-foot travel lane with variable shoulder widths in each direction. The roadway pavement has some wear and tear but is in generally fair condition. Turn lanes are generally not provided and there are no sidewalks along the roadway. There is no posted speed limit.

**Academy Avenue** is classified as a Major Collector roadway under the jurisdiction of NYSDOT. The roadway provides east-west travel from Main Street to NYS Route 17. The roadway has one 11-foot travel lane with variable shoulder width in each direction. The roadway pavement has some wear and tear but is in generally fair condition. Sidewalks are provided in each direction along the segment of the roadway. The posted speed limit is 40 miles per hour.

**Summerville Way (NYS Route 94)** is classified as a Minor Arterial roadway under the jurisdiction of NYSDOT. The roadway provides east-west travel and has one 12-foot travel lane in each direction. The roadway pavement has some wear and tear and is in generally fair condition. There are turn lanes and sidewalks provided along a segment of the road. The posted speed limit is 40 miles per hour.

**Museum Village Road** is classified as a Local roadway under the jurisdiction of the Town of Blooming Grove. The roadway provides north-south travel and has one 13-foot lane in each direction. The roadway pavement is in generally good condition. There are no sidewalks provided along the roadway. There is no posted speed limit.

#### Study Intersections

- **NYS Route 17 Northbound Exit 128 Off Ramp/Craigville Road:** This is a three-way unsignalized intersection operating with stop control on the eastbound NYS Route 17 Northbound Exit 128 Off-Ramp approach. The eastbound NYS Route 17 Northbound Exit 128 Off-Ramp is a one-way approach that provides one shared left-turn/right-turn lane. The northbound Craigville Road approach provides one through lane. The southbound Craigville Road approach provides one through lane. Exhibit 2 depicts the intersection.
- **Craigville Road and Old Mansion Road:** This is a three-way unsignalized intersection operating with a stop control on the westbound Old Mansion Road. The westbound Old Mansion Road approach provides one shared left-turn/right-turn lane. The northbound Craigville Road approach provides one shared through/right-turn lane. The southbound Craigville Road approach provides a left-turn/through lane. Exhibit 3 depicts the intersection.



Exhibit 2 – NYS Route 17 Northbound Exit 128 Ramp and Craigville Rd Intersection



Exhibit 3 – Craigville Road and Old Mansion Road Intersection

- **NYS Route 17M/Craigville Road:** This is a three-way unsignalized intersection operating with stop control on the southbound Craigville Road approach. The eastbound NYS Route 17M approach provides one shared left-turn/through lane. The westbound NYS Route 17M approach provides one shared through/right-turn lane. The southbound Craigville Road approach provides one shared left-turn/right-turn lane. Exhibit 4 depicts the intersection.



Exhibit 4 – NYS Route 17M and Craigville Rd Intersection

- **NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp:** This is a three-way unsignalized intersection. The eastbound NYS Route 17M approach provides one shared left-turn/through lane. The westbound NYS Route 17M approach provides one shared through/right-turn lane. The third leg of the intersection is a one-way road departing the intersection as the NYS Route 17 Southbound Exit 127 On-Ramp. The NYS Route 17M eastbound and westbound approaches are provided separate receiving lanes for the on-ramp which eventually merge. Exhibit 5 depicts the intersection.



Exhibit 5 – NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp

- **NYS Route 17M/Kings Highway/Lehigh Avenue:** This is a four-leg signalized intersection operating under actuated-uncoordinated traffic signal control. The northbound and southbound legs of the intersection are offset by approximately 250 feet. The eastbound NYS Route 17M approach provides one shared left-turn/through lane and one exclusive right turn lane. The westbound NYS Route 17M approach provides one shared left-turn/through/right-turn lane. The northbound Kings Highway approach provides one exclusive left-turn lane and one channelized right-turn lane that serves as the de facto through lane to Lehigh Avenue and operates under yield control. The southbound Lehigh Avenue approach provides a shared left-turn/through/right-turn lane. Exhibit 6 depicts the intersection.



Exhibit 6 – NYS Route 17M/Kings Hwy/Lehigh Avenue Intersection

- NYS Route 17M/NYS Route 94/Academy Avenue:** This is a four-leg signalized intersection operating under actuated-uncoordinated traffic signal control. The eastbound NYS Route 17M approach provides one exclusive left-turn lane, one exclusive through lane and one shared through/right-turn lane. The westbound NYS Route 17M approach provides dual left-turn lanes and one shared through/right-turn lane. The northbound NYS Route 94 approach provides one exclusive left-turn lane, one exclusive through lane and one exclusive right-turn lane. The southbound Academy Avenue approach provides one exclusive left-turn lane and one shared through/right-turn lane. All four legs of the intersection provide marked crosswalks, pedestrian signals, and countdown timers. Exhibit 7 depicts the intersection.



Exhibit 7 – NYS Route 17M/NYS Route 94/Academy Ave Intersection

- NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off-Ramp:** This is a four-leg signalized intersection operating under actuated-uncoordinated traffic signal control. The eastbound NYS Route 94 approach provides one exclusive left-turn lane and one exclusive through lane. The westbound NYS Route 94 approach provides one exclusive through lane and one exclusive right-turn lane. The northbound NYS Route 17 Exit 126 Off-Ramp approach provides one shared left-turn/through lane and one exclusive right-turn lane. The south leg of the intersection provides a marked crosswalk, pedestrian signals, and countdown timers. Exhibit 8 depicts the intersection.



Exhibit 8 – NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off-Ramp Intersection

- NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-Ramp:** This is a four-leg signalized intersection operating under actuated-uncoordinated traffic signal control. The eastbound NYS Route 94 approach provides one exclusive through lane and one exclusive right-turn lane. The westbound NYS Route 94 approach provides one exclusive left-turn lane and one exclusive through lane. The southbound NYS Route 17 Exit 126 Off-Ramp approach provides one exclusive left-turn lane and one shared through/right-turn lane. The south leg of the intersection provides a marked crosswalk, pedestrian signals, and countdown timers. Exhibit 9 depicts the intersection.



Exhibit 9 – NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-Ramp Intersection

- **NYS Route 17M/Museum Village Road:** This is a four-leg unsignalized intersection operating with stop control on the Museum Village Road approaches. The eastbound NYS Route 17M approach provides a shared left-turn/through/right-turn lane. The westbound NYS Route 17M approach provides a shared left turn/through/right-turn lane. The northbound Museum Village Road approach provides a shared left-turn/through/right-turn lane. The southbound Museum Village Road approach provides a shared left-turn/through/right-turn lane. Exhibit 10 depicts the intersection.



Exhibit 10 – NYS Route 17M and Museum Village Road Intersection

- **NYS Route 208/Museum Village Road:** This is a three-way unsignalized intersection operating with stop control on the Museum Village Road approach. The eastbound Museum Village Road approach provides a shared left-turn/right-turn lane. The northbound NYS Route 208 approach provides a shared left-turn/through lane. The southbound NY Route 208 approach provides a shared through/right-turn lane. Intersection improvements have been proposed by Collier's Engineering & Design based on a traffic impact study for a proposed commercial development last revised March 8, 2022. In this study it was discussed that in future conditions a traffic signal and geometric improvements will be completed. Therefore, for the No-Build and Build analysis in this study, this intersection will be modeled as a signalized intersection. The eastbound Museum Village Road approach will provide an exclusive left-turn lane and an exclusive right-turn lane. The northbound NYS Route 208 approach will provide an exclusive left-turn lane and an exclusive through lane. The southbound NYS Route 208 approach will provide an exclusive through lane and an exclusive right-turn lane. Exhibit 11 depicts the existing intersection configuration.

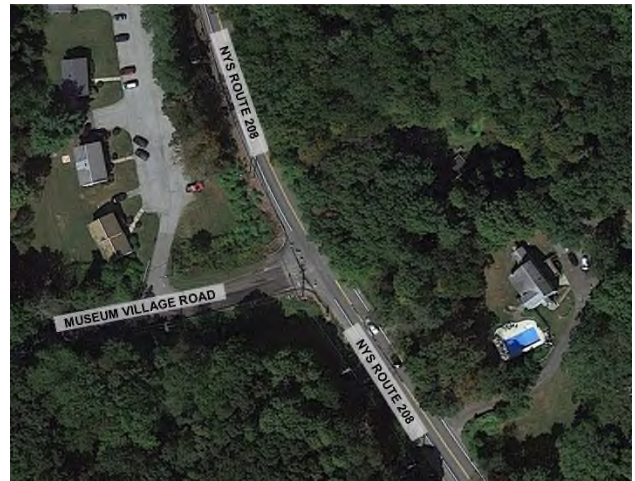


Exhibit 11 – NYS Route 208 and Museum Village Road Intersection

### Motor Vehicle Collision Analysis

Motor vehicle collision data was obtained from the NYSDOT for the most recent three-year period – March 1, 2019 to February 28, 2022. The data includes collisions that occurred at the study intersections. Table 1 summarizes the number of collisions at each intersection and the crash rate of each intersection.

**Table 1 – Crash Analysis of Study Intersections**

| Study Intersection                                                      | Number of Crashes | Rate   State Average Rate   (Acc/MEV) |
|-------------------------------------------------------------------------|-------------------|---------------------------------------|
| NYS Route 17M and Craigville Road                                       | 6                 | 0.93   0.19                           |
| Craigville Road and Old Mansion Road                                    | 3                 | 0.66   0.19                           |
| NYS Route 17 Northbound Exit 128 Off-Ramp and Craigville Road           | 0                 | 0   0.19                              |
| NYS Route 17M and NYS Route 17 Southbound Exit 127 On-Ramp <sup>1</sup> | 3                 | N/A                                   |
| NYS Route 17M and Kings Highway/Lehigh Avenue                           | 2                 | 0.09   0.56                           |
| NYS Route 17M and NYS Route 94/Academy Avenue                           | 21                | 0.66   0.26                           |
| NYS Route 94 and NYS Route 17 Northbound Exit 126 On/Off-Ramp           | 7                 | 0.27   0.56                           |
| NYS Route 94 and NYS Route 17 Southbound Exit 126 On/Off-Ramp           | 7                 | 0.30   0.56                           |
| NYS Route 17M and Museum Village Road                                   | 12                | 1.18   0.31                           |
| NYS Route 208 and Museum Village Road                                   | 15                | 0.56   0.19                           |

<sup>1</sup> Crashed reported at this intersection were reported as non-intersection accidents. Therefore, intersection crash rate was not calculated this intersection.

As shown in Table 1, the majority of intersections have collision rates below the State average for similar intersections. It is noted that following intersections have collision rates above the State average for similar intersections:

- NYS Route 17M/Craigville Road
- Craigville Road/Old Mansion Road
- NYS Route 17M and NYS Route 94/Academy Avenue
- NYS Route 17M/Museum Village Road
- NYS Route 208/Museum Village Road

The above average intersection collision rate of Craigville Road/Old Mansion Road included one animal strike, and no apparent crash pattern. Regarding the other four intersections with above average intersection collision rates, please refer to **Section 6.0**. The Collision Summary Sheets and TE-213's are included under Attachment A.

### Transit

Coach USA/Shortline utilizes NYS Route 17M for a commuter bus service connecting the Orange County area with the New York Metropolitan Area. The Chester Park & Ride Station is located on NYS Route 94 just west of the NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-ramp.

CM also contacted the Washingtonville Central School District, Monroe-Woodbury Central School District, and the Chester Union Free School District in regards to school bus routes within the study area. A representative from the Monroe-Woodbury Central School District confirmed that buses travel within the study area from 5:45 AM to 9:15 AM and 1:15 PM to 6:00 PM. Approximately 15 buses run on Craigville Road between Oxford Depot Road and NYS Route 17M. Approximately 20 buses run on Museum Village Road between NYS 17M and NYS Route 208. Approximately 25 buses run on NYS Route 17M between Craigville Road and Museum Village Road. Due to confidentiality policies, the Washingtonville Central School District and Chester Union Free School District were unable to share their school bus routes for inclusion in this study. A record of our correspondence is included under Attachment B. As discussed Section 2.0 – Data Collection, the data collection occurred on dates when

schools were in regular session. A more detailed discussion of the traffic operations in the Build condition is included under Section 3.0 Traffic Assessment – Traffic Operations. While the exact location of bus stops could not be obtained by our inquiries to the various school districts, it is assumed given the absence of residential dwellings along Craigville Road west of the proposed driveway, which is the direction where the majority of traffic is expected to arrive/depart, that there are no bus stops along this segment. Based on this assumption, there is little to no opportunity for school bus pick-up/drop-off operations to be impacted by the proposed development.

#### Data Collection

In accordance with the requirements of the DEIS Scoping Document, two Automatic Traffic Recorders (ATR's) were installed to collect traffic volume, speed, and classification data over several days in March 2022. These ATR's were placed at the following locations:

- Craigville Road | 400 feet North of NYS Route 17M
- NYS Route 17M | 176 feet East of Craigville Road

These ATRs collected continuous traffic volume data from Wednesday, March 2, 2022, to Tuesday, March 8, 2022. The traffic volume data confirmed that the weekday peak periods are 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, and the weekend peak period is on Saturday from 11:00 AM to 2:00 PM. Therefore, turning movement counts (TMCs) were performed on Thursday, March 10, 2022, during weekday morning peak period of 7:00 AM to 9:00 AM and weekday evening peak period of 4:00 PM to 6:00 PM while schools were in session. TMCs were also performed on Saturday, March 26, 2022 from 11:00 AM to 2:00 PM. These periods coincide with the anticipated peak operation times of the proposed use as well as adjacent street traffic. The observed peak hours during the weekdays were 7:45 AM to 8:45 AM and 4:30 PM to 5:30 PM. The observed peak hour on Saturday was 11:45 AM to 12:45 PM. These counts were conducted at the following intersections:

- |                                                             |                                                              |
|-------------------------------------------------------------|--------------------------------------------------------------|
| • NYS Route 17M/Craigville Road                             | • NYS Route 17M/NYS Route 94/Academy Avenue                  |
| • Craigville Road/Old Mansion Road                          | • NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off- Ramp |
| • NYS Route 17 Southbound Exit 128 Off-Ramp/Craigville Road | • NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off- Ramp |
| • NYS Route 17/17 On-Ramp                                   | • NYS Route 17M/Museum Village Road                          |
| • NYS Route 17M/NYS 17 Southbound Exit 127 On-Ramp          | • NYS Route 208/Museum Village Road                          |
| • NYS Route 17M/Kings Highway/Lehigh Avenue                 | • NYS Route 17M/Goose Pond Parking Driveway                  |

It is important to note that the Novel Coronavirus/COVID-19 pandemic was anticipated to have an effect on the turning movement counts. CM compared observed two-hour volumes from each study period to historical data collected by NYSDOT Automatic Traffic Recorders (ATR's).<sup>1</sup> CM found that the 2022 turning movement count volumes were higher than the historical pre-COVID traffic conditions. These existing traffic volumes are shown on Figure 1. The raw turning movement data and ATR data are included under Attachment C.

### **3.0 Traffic Assessment**

#### Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. Upon review of the *Trip Generation Manual*, CM concluded that Land Use Code (LUC) 150 "Warehouse" best represented the proposed use. The ITE description for LUC 150 is as follows, "a warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas." Table 2 summarizes the trip generation for the weekday AM, weekday PM peak hours, and Saturday midday peak hour.

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<sup>1</sup> NYSDOT ATR's | Craigville Road Station 838100 (2018) | NYS Route 17M Station 830682 (2016) | Kings Highway Station 838034 (2018)

**Table 2 – Trip Generation Summary for Proposed Use**

| Land Use                          | Independent Variable | Weekday AM Peak |           |           | Weekday PM Peak |           |           | Saturday Midday Peak |           |           |
|-----------------------------------|----------------------|-----------------|-----------|-----------|-----------------|-----------|-----------|----------------------|-----------|-----------|
|                                   |                      | Enter           | Exit      | Total     | Enter           | Exit      | Total     | Enter                | Exit      | Total     |
| Warehouse – LUC 150               | 562,450 SF           |                 |           |           |                 |           |           |                      |           |           |
| Non-Trucks                        |                      | 64              | 16        | 80        | 17              | 60        | 77        | 18                   | 10        | 28        |
| Trucks                            |                      | 6               | 5         | 11        | 9               | 8         | 17        | 0                    | 0         | 0         |
| <b>Total Site-Generated Trips</b> |                      | <b>70</b>       | <b>21</b> | <b>91</b> | <b>26</b>       | <b>68</b> | <b>97</b> | <b>18</b>            | <b>10</b> | <b>28</b> |

Table 2 shows the site will generate 91 total trips in the weekday AM peak hour, 97 total trips in the weekday PM peak hour, and 28 total trips in the Saturday midday peak hour. It is important to note that there is no “pass-by” component of the traffic associated with the proposed development.

#### Future Traffic Volumes

As stated earlier, the proposed development is anticipated to be completed and operational by 2024. In accordance with the DEIS Scoping Document and Town of Blooming Grove Planner, Bonnie Franson, traffic projections were prepared for a design year that is five years beyond the estimated time of completion (ETC+5) – 2029. CM reviewed traffic volume data from various ATRs published on the NYSDOT Traffic Data Viewer and calculated an annual growth rate of +1.0%.<sup>2</sup> This growth rate was applied to the 2022 existing volumes and compounded annually for two-years resulting in the Background Growth Traffic volumes as shown on Figure 2. Under Freedom of Information Law, CM requested data on proposed development projects in the Town of Blooming Grove, the Town of Monroe, and the Town of Chester. If approved and constructed, the following proposed development projects could potentially increase traffic within the study area. Listed in Table 3 are the proposed development projects that could potentially increase traffic in the study intersections.

**Table 3 – Other Planned Development Project**

| Project                 | Type                 | Location                       | Source                | Weekday AM | Weekday PM | Saturday Midday |
|-------------------------|----------------------|--------------------------------|-----------------------|------------|------------|-----------------|
| Clovewood Development   | Residential          | NY 208 and Clove Road          | Maser Consulting      | 96         | 131        | 0               |
| Stonegate Dr.           | Retail/Office Space  | NY 208 and Stonegate Drive     | ITE                   | 23         | 35         | 3               |
| Museum Village Rd.      | Retail/ Office Space | NY 208 and Museum Village Road | ITE                   | 323        | 477        | 511             |
| Davidson Drive          | Light Industrial     | Davidson Drive                 | Maser Consulting      | 67         | 61         | 7               |
| The Greens @ Chester    | Residential          | NY 94                          | John Meyer Consulting | 213        | 283        | 261             |
| Davidson Drive Holdings | Light Industrial     | Lake Station Road              | ITE                   | 24         | 20         | 11              |
| Trestle Tree            | Industrial           | NY 17 and Trestle Tree Lane    | Maser Consulting      | 74         | 68         | 8               |
| 208 Business Center     | Commercial           | NY 208 and Museum Village Road | Colliers Engineering  | 9          | 18         | 19              |

The volumes generated by the other developments are shown in Figure 3. These volumes were then added to the grown 2024 background volumes to present the 2024 No-Build conditions which are shown on Figure 4.

<sup>2</sup> NYSDOT ATR's | NYS Route 17M Station 830682 | Kings Highway Station 838034

Traffic generated by the proposed project was distributed to the adjacent roadways based on existing observed travel patterns in the project area and the probable travel routes of truck drivers and employees. The distribution of employee vehicles for the warehouse and office uses is expected to be balanced between NYS Route 17 and NYS Route 17M. Non-truck trip distribution patterns for the site are shown in Figure 5A and associated volumes are shown in Figure 6A.

Access to NYS Route 17 is expected to influence the trip-making behavior of the truck drivers. This analysis assumes that the majority (60 percent) of truck drivers will be drawn from NYS Route 17 Northbound Exit 128 Off-Ramp. The remaining 40 percent of trucks are expected to arrive from the north via NYS Route 17 southbound accessing NYS Route 17M via Exit 126 to NYS Route 94 in Chester. Additionally, it is assumed that all outbound truck traffic will utilize the intersection of NYS Route 17M and Craigville Road en route to NYS Route 17 via the NYS Route 17 Southbound Exit 127 On-Ramp and NYS Route 17 Northbound Exit 126 On-Ramp. CM investigated an alternative route for trucks approaching from the west via NYS Route 17 Southbound Exit 129 and Exit 130 and found that restrictions on Museum Village Road and intersection geometry at NYS Route 17M/NYS Route 208 made the route either not feasible or undesirable. To ensure the anticipated truck routing, CM recommends that directional signs be placed at the Site Driveway and at the intersection of NYS Route 17M/Craigville Road to direct trucks north on NYS Route 17M. CM prepared truck turning diagrams at intersections where trucks associated with the proposed development are expected to enter.<sup>3</sup> The diagrams depict WB-67 trucks making maneuvers associated with their navigation to/from the site. For example, the truck turning diagram for the Craigville Road/NYS Route 17M intersections only depicts a truck turning right from Craigville Road onto NYS Route 17M and a truck turning left from NYS Route 17M onto Craigville Road. These diagrams can be found on Figure 10A-14B. The diagrams indicate that the existing configurations for the majority of intersections allow a WB-67 to conduct the anticipated movements. However, based on the diagram shown in Figure 11A, the shoulder on the northeast corner of the intersection of Craigville Road and NYS Route 17M may need to be widened and reinforced.

It is important to note that on July 14, 2021, the NYSDOT approved the designation of NYS Route 17M as an Access Highway for Special Dimension Vehicles and that such designation went into effect on September 1, 2021. The NYSDOT approval letter is included under Attachment D. Craigville Road has automatic access for the Special Dimension Vehicles given that it is within one mile of a NYS Route 17, a Qualifying Highway. Truck distribution patterns are shown on Figure 5B while associated site generated truck volumes are shown on Figure 6B. The totaled assigned volumes for non-truck and truck were added to the 2024 No-build traffic volumes, resulting in the 2024 Build traffic volumes shown in Figure 7.

In order to evaluate the ETC+5 analysis, the annual growth rate was applied to the 2024 grown background traffic volumes and compounded for five years resulting in the Background Growth Traffic volumes as shown in Figure 8. Other development volumes (Figure 3) and site generated volumes (Figure 6A and 6B) were then added to the 2029 grown traffic volumes, resulting in the 2029 Build ETC+5 volumes as shown in Figure 9.

### Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Tables 4A-4C summarize the result of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment E.

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<sup>3</sup> CM prepared truck turning diagrams using Autoturn. These diagrams, which are on Figures 10A-14B, depict WB-67 making the anticipated movements at the expected study intersections.

**Table 4A – Level of Service Summary<sup>4</sup>**

| Intersection                                              | Control | Weekday AM Peak Hour             |                                  |                                  |                                  |
|-----------------------------------------------------------|---------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
|                                                           |         | 2022 Existing                    | 2024 No-Build                    | 2024 Build                       | 2029 Build                       |
| NYS Route 17M/Craigville Road                             | U       |                                  |                                  |                                  |                                  |
| NYS Route 17M EB LT<br>Craigville Road SB LR              |         | A (7.7)<br>B (10.6)              | A (7.7)<br>B (11.1)              | A (7.8)<br>B (11.7)              | A (7.9)<br>B (11.8)              |
| NYS Route 17 Northbound Exit 128 Off-Ramp/Craigville Road | U       |                                  |                                  |                                  |                                  |
| NYS Route 17 Northbound Exit 128 Off-Ramp EB LR           |         | A (9.0)                          | A (9.6)                          | B (10.0)                         | B (10.1)                         |
| Craigville Road/Site Driveway                             | U       |                                  |                                  |                                  |                                  |
| Site Driveway EB L<br>R                                   |         | --                               | --                               | B (10.6)<br>A (8.9)              | B (10.6)<br>A (8.8)              |
| Craigville Road NB TL                                     |         | --                               | --                               | A (7.5)                          | A (7.5)                          |
| NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp    | U       |                                  |                                  |                                  |                                  |
| NYS Route 17M EB LR                                       |         | A (5.6)                          | A (8.4)                          | A (8.4)                          | A (8.5)                          |
| NYS Route 17M/Kings Hwy/Lehigh Ave <sup>5</sup>           | S       |                                  |                                  |                                  |                                  |
| NYS Route 17M EB T<br>R                                   |         | D (32.3)<br>C (29.9)             | D (36.3)<br>C (33.0)             | D (38.9)<br>C (33.1)             | D (39.3)<br>D (33.4)             |
| NYS Route 17M WB LTR<br>Kings Highway NB L                |         | C (31.8)<br>D (39.0)             | D (34.8)<br>D (49.3)             | D (35.3)<br>D (50.9)             | D (35.6)<br>D (51.1)             |
| Lehigh Avenue SB TR<br>LTR                                |         | D (28.5)<br>D (37.7)             | C (33.4)<br>D (37.2)             | C (34.9)<br>D (37.5)             | D (34.7)<br>D (37.2)             |
| NYS Route 17/NYS Route 94/Academy Ave                     | S       |                                  |                                  |                                  |                                  |
| NYS Route 17M EB L<br>T<br>TR                             |         | D (43.1)<br>C (22.5)<br>C (23.0) | D (43.5)<br>C (23.3)<br>C (23.9) | D (43.2)<br>C (23.3)<br>C (23.9) | D (43.3)<br>C (23.8)<br>C (24.4) |
| NYS Route 17M WB L<br>TR                                  |         | C (24.3)<br>B (16.8)             | C (25.1)<br>B (17.2)             | C (25.2)<br>B (17.1)             | C (25.7)<br>B (17.5)             |
| NYS Route 94 NB L<br>T<br>R                               |         | C (34.7)<br>B (15.9)<br>B (19.1) | D (35.4)<br>B (16.5)<br>C (23.2) | D (35.5)<br>B (16.6)<br>C (23.8) | D (35.8)<br>B (16.8)<br>C (24.7) |
| Academy Ave SB L<br>TR                                    |         | D (53.4)<br>C (23.6)             | D (53.2)<br>C (24.2)             | D (52.7)<br>C (24.5)             | D (51.7)<br>C (24.9)             |
| Overall                                                   |         | C (23.8)                         | C (24.8)                         | C (24.9)                         | C (25.4)                         |
| NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off-Ramp | S       |                                  |                                  |                                  |                                  |
| NYS Route 94 EB L<br>T                                    |         | A (7.0)<br>A (4.0)               | A (8.3)<br>A (4.8)               | A (8.2)<br>A (4.8)               | A (8.4)<br>A (4.9)               |
| NYS Route 94 WB T<br>TR                                   |         | A (8.8)<br>B (11.6)              | A (9.8)<br>B (13.0)              | A (9.7)<br>B (12.9)              | A (9.8)<br>B (13.1)              |
| NYS Route 17 Northbound Exit 126 On/Off-Ramp LT<br>NB R   |         | B (19.5)<br>B (17.1)             | C (20.7)<br>C (17.7)             | C (20.6)<br>C (17.6)             | C (20.9)<br>C (17.8)             |
| Overall                                                   |         | A (9.5)                          | B (10.4)                         | B (10.3)                         | B (10.4)                         |

<sup>4</sup>U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

<sup>5</sup> There is no overall LOS provided for this intersection as it was evaluated as two separate intersections due to its operation as a clustered intersection.

**Table 4A cont. – Level of Service Summary<sup>6</sup>**

| Intersection                                              | Control | Weekday AM Peak Hour |               |            |            |
|-----------------------------------------------------------|---------|----------------------|---------------|------------|------------|
|                                                           |         | 2022 Existing        | 2024 No-Build | 2024 Build | 2029 Build |
| NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-Ramp | S       |                      |               |            |            |
| NYS Route 94 EB T                                         |         | B (13.5)             | B (14.9)      | B (15.0)   | B (15.1)   |
| R                                                         |         | B (15.6)             | B (18.0)      | B (18.0)   | B (18.2)   |
| NYS Route 94 WB L                                         |         | A (8.1)              | A (9.6)       | B (9.6)    | B (9.8)    |
| T                                                         |         | A (6.3)              | A (7.4)       | A (7.5)    | A (7.6)    |
| NYS Route 17 Southbound Exit 126 Off-Ramp SB L            |         | B (16.1)             | B (19.3)      | B (19.1)   | B (19.3)   |
| TR                                                        |         | B (14.9)             | B (16.7)      | B (16.4)   | B (16.6)   |
| Overall                                                   |         | B (12.6)             | B (14.7)      | B (15.0)   | B (15.2)   |
| NYS Route 17M/Museum Village Road                         | U       |                      |               |            |            |
| NYS Route 17M, EB LTR                                     |         | A (7.9)              | A (7.9)       | A (7.9)    | A (7.9)    |
| NYS Route 17M, WB LTR                                     |         | A (7.5)              | A (7.6)       | A (7.6)    | A (7.6)    |
| Museum Village Road, NB LTR                               |         | B (13.3)             | C (15.2)      | C (15.7)   | C (15.9)   |
| Museum Village Road, SB LTR                               |         | C (17.2)             | C (22.0)      | D (23.6)   | D (24.7)   |
| NYS Route 208/Museum Village Road                         | U       |                      |               |            |            |
| Museum Village Road, EB LR                                |         | F (97.3)             | --            | --         | --         |
| NYS Route 208, NB LT                                      |         | A (10.4)             | --            | --         | --         |
| NYS Route 208/Museum Village Road                         | S       |                      |               |            |            |
| Museum Village Road, EB L                                 |         | --                   | D (51.9)      | D (51.8)   | D (51.8)   |
| R                                                         |         | --                   | D (43.4)      | D (43.5)   | D (43.4)   |
| NYS Route 208, NB L                                       |         | --                   | B (13.4)      | B (11.2)   | B (12.1)   |
| T                                                         |         | --                   | A (2.9)       | A (2.9)    | A (2.9)    |
| NYS Route 208, SB T                                       |         | --                   | B (11.2)      | B (10.6)   | B (11.0)   |
| R                                                         |         | --                   | A (4.8)       | A (4.6)    | A (4.7)    |
| Overall                                                   |         |                      | B (12.8)      | B (12.2)   | B (12.4)   |
| Craigville Road/ Old Mansion Road                         | U       |                      |               |            |            |
| Old Mansion Road, WB LR                                   |         | A (9.4)              | A (9.7)       | B (10.1)   | B (10.2)   |
| Craigville Road, SB LT                                    |         | A (7.7)              | A (7.7)       | A (7.7)    | A (7.8)    |

<sup>6</sup>U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

**Table 4B – Level of Service Summary<sup>7</sup>**

| Intersection                                              | Control | Weekday PM Peak Hour             |                                   |                                   |                                   |
|-----------------------------------------------------------|---------|----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
|                                                           |         | 2022 Existing                    | 2024 No-Build                     | 2024 Build                        | 2029 Build                        |
| NYS Route 17M/Craigville Road                             | U       |                                  |                                   |                                   |                                   |
| NYS Route 17M EB LT<br>Craigville Road SB LR              |         | A (8.0)<br>B (11.5)              | A (8.1)<br>B (12.6)               | A (8.4)<br>B (14.4)               | A (8.4)<br>B (14.7)               |
| NYS Route 17 Northbound Exit 128 Off-Ramp/Craigville Road | U       |                                  |                                   |                                   |                                   |
| NYS Route 17 Northbound Exit 128 Off-Ramp EB LR           |         | A (9.3)                          | A (9.8)                           | B (10.7)                          | B (10.7)                          |
| Craigville Road/Site Driveway                             | U       |                                  |                                   |                                   |                                   |
| Site Driveway EB L<br>R                                   |         | --                               | --                                | B (10.4)<br>A (9.2)               | B (10.4)<br>B (9.2)               |
| Craigville Road NB TL                                     |         | --                               | --                                | A (7.7)                           | A (7.7)                           |
| NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp    | U       |                                  |                                   |                                   |                                   |
| NYS Route 17M EB LR                                       |         | A (8.6)                          | A (9.2)                           | A (9.3)                           | A (9.4)                           |
| NYS Route 17M/Kings Hwy/Lehigh Ave <sup>8</sup>           | S       |                                  |                                   |                                   |                                   |
| NYS Route 17M EB T<br>R                                   |         | D (37.3)<br>C (37.1)             | D (38.8)<br>C (37.8)              | D (39.2)<br>D (37.8)              | D (39.3)<br>C (37.9)              |
| NYS Route 17M WB LTR<br>Kings Highway NB L                |         | D (44.5)<br>D (48.7)             | D (47.5)<br>E (55.7)              | D (54.1)<br>E (55.7)              | E (27.1)<br>E (56.8)              |
| Lehigh Avenue SB TR<br>LTR                                |         | D (37.7)<br>D (36.6)             | D (39.9)<br>D (36.5)              | D (39.4)<br>D (36.4)              | D (39.6)<br>D (36.5)              |
| NYS Route 17M/NYS Route 94/Academy Ave                    | S       |                                  |                                   |                                   |                                   |
| NYS Route 17M EB L<br>T<br>TR                             |         | D (38.4)<br>C (27.4)<br>C (28.1) | D (40.7)<br>C (29.6)<br>C (30.3)  | D (40.9)<br>C (29.9)<br>C (30.5)  | D (41.3)<br>C (30.3)<br>C (31.0)  |
| NYS Route 17M WB L<br>TR                                  |         | C (30.6)<br>C (24.5)             | D (35.4)<br>C (25.2)              | D (36.0)<br>C (25.2)              | D (38.1)<br>C (25.6)              |
| NYS Route 94 NB L<br>T<br>R                               |         | F (88.7)<br>B (19.1)<br>C (21.3) | F (121.9)<br>C (20.6)<br>C (23.7) | F (124.6)<br>C (20.8)<br>C (24.5) | F (139.9)<br>C (21.2)<br>C (25.2) |
| Academy Ave SB L<br>TR                                    |         | D (45.6)<br>C (29.8)             | D (47.5)<br>C (31.8)              | D (47.7)<br>C (32.1)              | D (47.9)<br>C (33.0)              |
| Overall                                                   |         | C (34.2)                         | D (39.4)                          | D (39.9)                          | D (42.0)                          |
| NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off-Ramp | S       |                                  |                                   |                                   |                                   |
| NYS Route 94 EB L<br>T                                    |         | A (9.9)<br>A (6.0)               | B (13.3)<br>A (7.7)               | B (13.4)<br>A (7.8)               | B (13.9)<br>A (8.0)               |
| NYS Route 94 WB T<br>TR                                   |         | B (12.4)<br>B (15.4)             | B (15.1)<br>C (20.9)              | B (15.1)<br>C (21.1)              | B (15.3)<br>C (22.1)              |
| NYS Route 17 Northbound Exit 126 On/Off-Ramp LT<br>NB R   |         | C (20.5)<br>B (18.8)             | C (25.7)<br>B (19.8)              | C (26.0)<br>B (19.9)              | C (27.1)<br>C (20.3)              |
| Overall                                                   |         | B (12.6)                         | B (16.2)                          | B (16.8)                          | B (16.9)                          |

<sup>7</sup> U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

<sup>8</sup> There is no overall LOS provided for this intersection as it was evaluated as two separate intersections due to its operation as a clustered intersection.

**Table 4B cont. – Level of Service Summary<sup>9</sup>**

| Intersection                                              | Control | Weekday PM Peak Hour |               |            |            |
|-----------------------------------------------------------|---------|----------------------|---------------|------------|------------|
|                                                           |         | 2022 Existing        | 2024 No-Build | 2024 Build | 2029 Build |
| NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-Ramp | S       |                      |               |            |            |
| NYS Route 94 EB T                                         |         | B (16.4)             | B (17.4)      | B (17.6)   | B (18.1)   |
| R                                                         |         | B (13.0)             | B (13.8)      | B (13.9)   | B (14.0)   |
| NYS Route 94 WB L                                         |         | A (9.4)              | B (10.5)      | B (10.6)   | B (10.8)   |
| T                                                         |         | A (7.4)              | A (9.7)       | A (9.7)    | B (10.0)   |
| NYS Route 17 Southbound Exit 126 Off-Ramp SB L            |         | B (18.6)             | C (20.1)      | C (20.1)   | C (20.4)   |
| TR                                                        |         | B (16.4)             | B (18.8)      | B (18.6)   | B (18.8)   |
| Overall                                                   |         | B (13.6)             | B (15.0)      | B (15.0)   | B (15.3)   |
| NYS Route 17M/Museum Village Road                         | U       |                      |               |            |            |
| NYS Route 17M, EB LTR                                     |         | A (8.3)              | A (8.4)       | A (8.4)    | A (8.5)    |
| NYS Route 17M, WB LTR                                     |         | A (7.7)              | A (7.7)       | A (7.7)    | A (7.7)    |
| Museum Village Road, NB LTR                               |         | B (14.6)             | C (17.9)      | C (19.4)   | C (19.9)   |
| Museum Village Road, SB LTR                               |         | E (37.7)             | F (91.3)      | F (128)    | F (146.2)  |
| NYS Route 208/Museum Village Road                         | U       |                      |               |            |            |
| Museum Village Road, EB LR                                |         | F (300+)             | --            | --         | --         |
| NYS Route 208, NB LT                                      |         | A (8.8)              | --            | --         | --         |
| NYS Route 208/Museum Village Road                         | S       |                      |               |            |            |
| Museum Village Road, EB L                                 |         | --                   | D (51.5)      | D (51.7)   | D (51.8)   |
| R                                                         |         | --                   | D (47.4)      | D (47.5)   | D (47.5)   |
| NYS Route 208, NB L                                       |         | --                   | A (8.5)       | A (8.3)    | A (8.5)    |
| T                                                         |         | --                   | B (16.7)      | B (17.3)   | B (18.4)   |
| NYS Route 208, SB T                                       |         | --                   | B (12.1)      | B (12.0)   | B (12.2)   |
| R                                                         |         | --                   | A (7.9)       | A (7.9)    | A (7.9)    |
| Overall                                                   |         |                      | C (20.0)      | C (20.3)   | C (20.9)   |
| Craigville Road/ Old Mansion Road                         | U       |                      |               |            |            |
| Old Mansion Road, WB LR                                   |         | B (11.1)             | B (11.3)      | B (11.5)   | B (11.7)   |
| Craigville Road, SB LT                                    |         | A (7.7)              | A (7.8)       | A (7.8)    | A (7.8)    |

<sup>9</sup> U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

**Table 4C – Level of Service Summary<sup>10</sup>**

| Intersection                                              | Control | Saturday Midday Peak Hour         |                                   |                                   |                                   |
|-----------------------------------------------------------|---------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
|                                                           |         | 2022 Existing                     | 2024 No-Build                     | 2024 Build                        | 2029 Build                        |
| NYS Route 17M/Craigville Road                             | U       |                                   |                                   |                                   |                                   |
| NYS Route 17M EB LT<br>Craigville Road SB LR              |         | A (7.7)<br>B (10.4)               | A (7.8)<br>B (10.9)               | A (7.8)<br>B (11)                 | A (7.8)<br>B (11.1)               |
| NYS Route 17 Northbound Exit 128 Off-Ramp/Craigville Road | U       |                                   |                                   |                                   |                                   |
| NYS Route 17 Northbound Exit 128 Off-Ramp EB LR           |         | A (8.6)                           | A (8.7)                           | A (8.9)                           | A (8.9)                           |
| Craigville Road/Site Driveway                             | U       |                                   |                                   |                                   |                                   |
| Site Driveway EB L<br>R                                   |         | --<br>--                          | --<br>--                          | A (9.1)<br>A (8.5)                | A (9.1)<br>A (8.5)                |
| Craigville Road NB TL                                     |         | --                                | --                                | A (7.3)                           | A (7.3)                           |
| NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp    | U       |                                   |                                   |                                   |                                   |
| NYS Route 17M EB LR                                       |         | A (8.0)                           | A (8.1)                           | A (8.1)                           | A (8.1)                           |
| NYS Route 17M/Kings Hwy/Lehigh Ave <sup>11</sup>          | S       |                                   |                                   |                                   |                                   |
| NYS Route 17M EB T<br>R                                   |         | C (33.1)<br>C (31.4)              | C (34.6)<br>C (32.2)              | D (34.8)<br>C (32.3)              | C (34.8)<br>C (32.3)              |
| NYS Route 17M WB LTR<br>Kings Highway NB L                |         | C (33.1)<br>D (40.2)              | C (34.8)<br>D (45.3)              | D (35.0)<br>D (45.8)              | A (6.4)<br>D (48.6)               |
| Lehigh Avenue SB TR<br>L                                  |         | D (28.6)<br>D (37.6)              | C (30.7)<br>D (37.6)              | C (30.9)<br>D (37.5)              | C (32.0)<br>D (38.0)              |
| NYS Route 17M/NYS Route 94/Academy Ave                    | S       |                                   |                                   |                                   |                                   |
| NYS Route 17M EB L<br>T<br>TR                             |         | D (38.9)<br>C (28.7)<br>C (29.3)  | D (40.6)<br>C (30.3)<br>C (31.2)  | D (40.6)<br>C (30.3)<br>C (31.2)  | D (41.3)<br>C (31.4)<br>C (32.3)  |
| NYS Route 17M WB L<br>TR                                  |         | C (32.4)<br>C (28.6)              | C (34.5)<br>C (29.6)              | C (34.5)<br>C (29.4)              | D (35.6)<br>C (29.9)              |
| NYS Route 94 NB L<br>T<br>R                               |         | F (105.2)<br>B (17.6)<br>C (20.3) | F (133.5)<br>B (18.6)<br>C (22.4) | F (133.8)<br>B (18.6)<br>C (22.6) | F (152.1)<br>B (19.1)<br>C (33.3) |
| Academy Ave SB L<br>TR                                    |         | D (48.9)<br>C (32.2)              | D (50.2)<br>D (36.0)              | D (50.2)<br>D (36.0)              | D (50.6)<br>D (37.5)              |
| Overall                                                   |         | D (37.4)                          | D (41.6)                          | D (41.6)                          | D (45.0)                          |
| NYS Route 94/NYS Route 17 Northbound Exit 126 On/Off-Ramp | S       |                                   |                                   |                                   |                                   |
| NYS Route 94 EB L<br>T                                    |         | A (6.5)<br>A (5.0)                | A (7.5)<br>A (5.8)                | A (7.5)<br>A (5.8)                | A (7.6)<br>A (5.9)                |
| NYS Route 94 WB T<br>TR                                   |         | B (10.3)<br>B (11.2)              | B (11.8)<br>B (12.4)              | B (11.7)<br>B (12.4)              | B (11.8)<br>B (12.4)              |
| NYS Route 17 Northbound Exit 126 On/Off-Ramp LT<br>NB R   |         | B (15.9)<br>B (17.6)              | B (18.0)<br>B (17.3)              | B (18.1)<br>B (17.3)              | B (18.1)<br>B (17.5)              |
| Overall                                                   |         | A (9.5)                           | B (10.7)                          | B (10.7)                          | B (10.8)                          |

<sup>10</sup> U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

<sup>11</sup> There is no overall LOS provided for this intersection as it was evaluated as two separate intersections due to its operation as a clustered intersection.

**Table 4C cont. – Level of Service Summary<sup>12</sup>**

| Intersection                                              | Control | Saturday Midday Peak Hour |               |            |            |
|-----------------------------------------------------------|---------|---------------------------|---------------|------------|------------|
|                                                           |         | 2022 Existing             | 2024 No-Build | 2024 Build | 2029 Build |
| NYS Route 94/NYS Route 17 Southbound Exit 126 On/Off-Ramp | S       |                           |               |            |            |
| NYS Route 94 EB                                           |         | B (15.3)                  | B (16.0)      | B (16.1)   | B (16.2)   |
|                                                           |         | B (13.9)                  | B (14.6)      | B (14.6)   | B (14.7)   |
| NYS Route 94 WB                                           |         | A (8.9)                   | A (9.7)       | A (9.9)    | B (10.0)   |
|                                                           |         | A (6.4)                   | A (7.3)       | A (7.3)    | A (7.4)    |
| NYS Route 17 Southbound Exit 126 Off-Ramp SB              |         | B (16.5)                  | B (18.0)      | B (18.1)   | B (18.3)   |
|                                                           |         | B (13.6)                  | B (15.4)      | B (15.4)   | B (15.6)   |
| Overall                                                   |         | B (12.6)                  | B (13.4)      | B (13.5)   | B (13.6)   |
| NYS Route 17M/Museum Village Road                         | U       |                           |               |            |            |
| NYS Route 17M, EB                                         |         | A (7.7)                   | A (7.8)       | A (7.8)    | A (7.8)    |
| NYS Route 17M, WB                                         |         | A (7.7)                   | A (7.7)       | A (7.7)    | A (7.7)    |
| Museum Village Road, NB                                   |         | B (12.0)                  | B (13.3)      | B (13.5)   | B (13.6)   |
| Museum Village Road, SB                                   |         | C (15.0)                  | C (18.7)      | C (19.2)   | C (19.8)   |
| NYS Route 208/Museum Village Road                         | U       |                           |               |            |            |
| Museum Village Road, EB                                   | LR      | D (33.0)                  | --            | --         | --         |
| NYS Route 208, NB                                         | LT      | A (8.6)                   | --            | --         | --         |
| NYS Route 208/Museum Village Road                         | S       |                           |               |            |            |
| Museum Village Road, EB                                   |         | --                        | D (48.1)      | D (48.1)   | D (48.2)   |
|                                                           |         | --                        | D (44.0)      | D (43.9)   | D (43.9)   |
| NYS Route 208, NB                                         |         | --                        | A (6.3)       | A (6.3)    | A (6.5)    |
|                                                           |         | --                        | A (4.0)       | A (4.0)    | A (4.1)    |
| NYS Route 208, SB                                         |         | --                        | A (9.4)       | A (9.4)    | A (9.5)    |
|                                                           |         | --                        | A (6.2)       | A (6.3)    | A (6.3)    |
| Overall                                                   |         |                           | B (13.2)      | B (13.3)   | B (13.3)   |
| Craigville Road/ Old Mansion Road                         | U       |                           |               |            |            |
| Old Mansion Road, WB                                      |         | A (8.9)                   | A (8.9)       | A (9)      | A (9)      |
| Craigville Road, SB                                       | LT      | A (7.4)                   | A (7.4)       | A (7.4)    | A (7.4)    |

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observations are evident from this analysis:

- **NYS Route 17M/Craigville Road:** The level of service analysis indicates that in the weekday AM peak hour Build condition, the approaches will operate at acceptable LOS C or better commensurate to the No-Build condition. In the weekday PM peak hour Build condition, the southbound Craigville Road approach will experience an increase in delay from the No-Build condition of nine seconds resulting in an LOS C, which is still considered an acceptable level of service. The NYS Route 17M approach will maintain a LOS of A.
- **NYS Route 17 Northbound Exit 128 Off-Ramp/Craigville Road:** The level of service analysis indicates that the NYS Route 17 Exit 128 Off-Ramp approach will experience a two-to-three-second increase in delay between the No-Build and Build conditions. Regardless of the increase in delay, the approach will continue to operate at an acceptable LOS B.

<sup>12</sup>U = Unsignalized intersection | S = Signalized intersection | EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches | L, T, R = Left-turn, Through, and/or Right-turn movements | X (Y.Y) = Level of service (Average delay in seconds per vehicle)

- **Craigville Road/Site Driveway:** The level of service analysis indicates that Site Driveway will operate at a LOS B under stop control for the weekday AM and weekday PM peak hours, and LOS A for the Saturday midday peak hour. It is recommended that the Site Driveway operates with stop control enforced by a “STOP” (R1-1) sign and white stop bar.
- **NYS Route 17M/NYS Route 17 Southbound Exit 127 On-Ramp:** The level of service analysis indicates that the eastbound and westbound NYS Route 17M approaches will continue to operate at LOS A in the Build condition with less than a one second increase in delay for all study periods between the No-Build and Build conditions.
- **NYS Route 17M/Kings Highway/Lehigh Avenue:** The level of service analysis indicates that in the weekday AM peak hour Build condition when the majority of employees and trucks are en route to the site, the eastbound NYS Route 17M and northbound Kings Highway approaches experience an increase in delay compared to the No-Build condition. This effect is reversed in the weekday PM peak hour Build condition when the majority of employees and trucks are departing the site, thus the westbound NYS Route 17M approach experiences an increase of ten seconds in delay, and a change in LOS from LOS D to LOS E. There are no other changes in LOS. It should be noted that the proposed project will account for only three to four percent increase in total volume experienced at the intersection between the No-Build and Build conditions.
- **NYS Route 17M/NYS Route 94/Academy Avenue:** The level of service analysis indicates that in the Build condition the intersection will operate at levels of service commensurate to those in the No-Build condition. Notably, the northbound NYS Route 94 left-turn approach is experiencing and will continue to experience a LOS of F for the PM peak hour over the years. The proposed project does not add any traffic to this approach. Furthermore, an optimization of the signal timings would result in a decrease in delay. Any proposed signal timing changes are subject to review and approval by the NYSDOT.
- **NYS Route 94/NYS Route 17 Northbound Exit 126 On-/Off-Ramp:** The level of service analysis indicates that in the weekday AM, weekday PM, and Saturday midday peak hours, the approaches and the overall intersection will operate at an acceptable LOS C or better.
- **NYS Route 94/NYS Route 17 Southbound Exit 126 On-/Off-Ramp:** The level of service analysis indicates that in the weekday AM, weekday PM, and Saturday midday peak hours the approaches and the overall intersection will operate at an acceptable LOS C or better.
- **NYS Route 17M/Museum Village Road:** The level of service analysis indicates that in the AM and Saturday peak hours the southbound approach will operate at an LOS C in the No-Build condition and continue to do so in the Build condition. The PM peak hour will operate at an LOS F in the No-Build condition and will increase for the Build condition due to the additional eastbound traffic on NYS Route 17M.
- **Museum Village Road/NYS Route 208:** The Existing conditions analysis for this intersection considered its current unsignalized configuration. As noted in Tables 4A-4C, the intersection currently operates with capacity constraints. As part of the South Blooming Grove Business Park project, the intersection would be reconfigured to provide exclusive turn lanes and signalization. The No-Build and Build condition analyses consider these improvements. The level of service analyses of those conditions indicate that in the weekday AM, weekday PM, and Saturday midday peak hours the overall intersection will operate at an acceptable LOS C or better.
- **Craigville Road/Old Mansion Road:** The level of service analysis indicates that the stop-controlled approach will operate at an LOS B or better for all time periods.

#### Qualitative Assessment of Other Off-Site Intersections

In accordance with the requirements of the DEIS Scoping Document, CM conducted a qualitative assessment of the following off-site intersections:

- NYS Route 17/NYS Route 208 Interchange
- NYS Route 17M/NYS Route 208 Interchange
- NYS Route 208/N Main Street

As shown on the Project Peak Hour Site-Generated Trip Assignments Figure under Attachment F, the intersections listed above will experience a maximum of eight site-generated trips during any study peak hour. Of these site-generated trips, none will be truck trips. Based on ITE and NYSDOT guidance, a quantitative intersection analysis should be completed if 100 or more site-generated trips are entering the intersection on any one approach. Given the number of site-generated trips entering the aforementioned intersections, it is unnecessary to conduct a quantitative analysis.

#### Traffic Signal Warrant Analysis at Craigville Road/NYS Route 17M Intersection

An analysis was conducted to determine if the No-Build or Build traffic volumes warrant the installation of a traffic signal at the intersection of Craigville Road and NYS Route 17M. The traffic conditions and physical characteristics of the intersection were correlated to the signal warrant criteria contained in the 2009 National *Manual on Uniform Traffic Control Devices* (National MUTCD), published by the Federal Highway Administration (FHWA). The National MUTCD specifies the minimum criteria that must be met in order for a traffic signal to be justified. The satisfaction of a signal warrant in itself is not necessarily justification for the installation of a traffic signal. Other engineering and operational factors must be considered. The National MUTCD contains nine warrants, three of which were determined to be applicable and were evaluated in detail:

- Warrant 1 – Eight-Hour Vehicular Volume – This warrant is satisfied if for any eight hours of an average day, the traffic volumes for Condition A or Condition B specified in Table 4C-1 of the National MUTCD are met for the main arterial and the higher volume side road approach to the intersection.
- Warrant 2 – Four-Hour Vehicular Volume - This warrant is met when for any four hours of an average day, points plotted on the graph presented on Figure 4C-2 of the National MUTCD fall above the appropriate curve.
- Warrant 3 – Peak Hour - This warrant is met when for any one hour of an average day, points plotted on the graph presented on Figure 4C-4 of the National MUTCD fall above the appropriate curve.

Table 5 summarizes the warrant analyses based on the No Build traffic volumes at the intersection for Warrants 1, 2, and 3. Table 6 summarizes the warrant analyses based on the Build traffic volumes associated with the proposed development. A “Yes” under the “Signal Warrants Met?” column indicates that the criteria are satisfied for that hour. The detailed evaluation for both scenarios for Warrants 1, 2, and 3 is included under Attachment G.

**Table 5 – Traffic Signal Warrant Analysis of NYS Route 17M/Craigville Road (No-Build)**

| Time Begin<br>(1-hour period) | No-Build Volumes      |                 | Signal Warrants Met? |         |                    |                    |
|-------------------------------|-----------------------|-----------------|----------------------|---------|--------------------|--------------------|
|                               | NYS Route 17M         | Craigville Road | #1                   |         | #2                 | #3                 |
|                               |                       |                 | Cond. A              | Cond. B |                    |                    |
| 6:00 AM                       | 143                   | 24              | No                   | No      | No                 | No                 |
| 7:00 AM                       | 337                   | 42              | No                   | No      | No                 | No                 |
| 8:00 AM                       | 402                   | 40              | No                   | No      | No                 | No                 |
| 9:00 AM                       | 378                   | 43              | No                   | No      | No                 | No                 |
| 10:00 AM                      | 393                   | 39              | No                   | No      | No                 | No                 |
| 11:00 AM                      | 400                   | 45              | No                   | No      | No                 | No                 |
| 12:00 PM                      | 414                   | 51              | No                   | No      | No                 | No                 |
| 1:00 PM                       | 442                   | 54              | No                   | No      | No                 | No                 |
| 2:00 PM                       | 480                   | 63              | No                   | No      | No                 | No                 |
| 3:00 PM                       | 513                   | 72              | No                   | No      | No                 | No                 |
| 4:00 PM                       | 542                   | 88              | No                   | Yes     | No                 | No                 |
| 5:00 PM                       | 530                   | 88              | No                   | Yes     | No                 | No                 |
| 6:00 PM                       | 363                   | 51              | No                   | No      | No                 | No                 |
| 7:00 PM                       | 239                   | 36              | No                   | No      | No                 | No                 |
| 8:00 PM                       | 162                   | 30              | No                   | No      | No                 | No                 |
| Required Volumes              | One Lane Major Street |                 | 350                  | 525     | See Figure<br>4C-2 | See Figure<br>4C-4 |
|                               | One Lane Minor Street |                 | 105                  | 53      |                    |                    |
| Overall Warrant Met?          |                       |                 | No                   | No      | No                 | No                 |

**Table 6 – Traffic Signal Warrant Analysis of NYS Route 17M/Craigville Road (Build 2024)**

| Time Begin<br>(1-hour period) | Build Volumes         |                 | Signal Warrants Met? |         |                    |                    |
|-------------------------------|-----------------------|-----------------|----------------------|---------|--------------------|--------------------|
|                               | NYS Route 17M         | Craigville Road | #1                   |         | #2                 | #3                 |
|                               |                       |                 | Cond. A              | Cond. B |                    |                    |
| 6:00 AM                       | 168                   | 36              | No                   | No      | No                 | No                 |
| 7:00 AM                       | 363                   | 65              | No                   | No      | No                 | No                 |
| 8:00 AM                       | 429                   | 63              | No                   | No      | No                 | No                 |
| 9:00 AM                       | 414                   | 68              | No                   | No      | No                 | No                 |
| 10:00 AM                      | 422                   | 71              | No                   | No      | No                 | No                 |
| 11:00 AM                      | 437                   | 81              | No                   | No      | No                 | No                 |
| 12:00 PM                      | 454                   | 78              | No                   | No      | No                 | No                 |
| 1:00 PM                       | 472                   | 80              | No                   | No      | No                 | No                 |
| 2:00 PM                       | 512                   | 87              | No                   | No      | No                 | No                 |
| 3:00 PM                       | 558                   | 111             | Yes                  | Yes     | Yes                | No                 |
| 4:00 PM                       | 579                   | 120             | Yes                  | Yes     | Yes                | No                 |
| 5:00 PM                       | 562                   | 117             | Yes                  | Yes     | Yes                | No                 |
| 6:00 PM                       | 381                   | 67              | No                   | No      | No                 | No                 |
| 7:00 PM                       | 246                   | 41              | No                   | No      | No                 | No                 |
| 8:00 PM                       | 168                   | 34              | No                   | No      | No                 | No                 |
| Required Volumes              | One Lane Major Street |                 | 350                  | 525     | See Figure<br>4C-2 | See Figure<br>4C-4 |
|                               | One Lane Minor Street |                 | 105                  | 53      |                    |                    |
| Overall Warrant Met?          |                       |                 | No                   | No      | No                 | No                 |

Table 5 indicates that Warrants 1, 2, and 3 are not met at the intersection for the No-build conditions. Table 6 indicates that Warrant 1 is not met under Condition A in the Build conditions as well as both Warrants 2 and 3. The level of service analysis indicates that the Craigville Road approach operates at an acceptable LOS B or better in the No-Build and Build conditions as an unsignalized intersection.

#### 4.0 Sight Distance Analysis

The available intersection sight distance and stopping sight distance was measured at the following intersections:

- Craigville Road/Site Driveway
- Craigville Road/NYS Route 17 Northbound Exit 128 Off Ramp
- Craigville Road/NYS Route 17M

The measurements conducted at these intersections are depicted in the Exhibit 9.

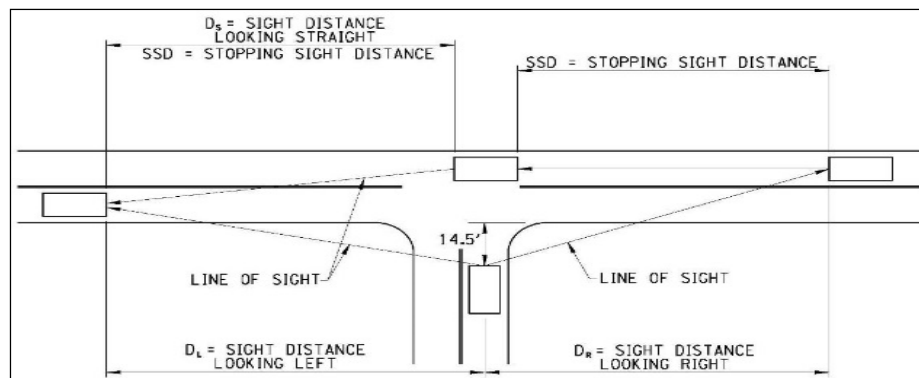


Exhibit 9 – Generic Intersection and Stopping Sight Distance Measurements

##### Site Driveway/Craigville Road

On September 18, 2020, CM conducted a sight distance analysis based on a preliminary driveway location for the proposed project on the north side of Craigville Road (CR 51) based on the Site Plan prepared by Arden Consulting Engineers. Along the subject site's frontage, Craigville Road does not have a posted speed limit; therefore, the statutory speed limit is 55 miles per hour. The analysis indicated that the preliminary driveway location would not provide sufficient intersection sight distance for vehicles turning from (exiting) the driveway onto Craigville Road. Specifically, the sight distance looking left (north) from the site driveway was limited by the Orange-Heritage Trail overpass. Guidelines found in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018 and NYSDOT design guidance (EB 17-007) for a passenger vehicle and the posted speed limit recommend 610 feet of sight distance for an operating speed of 55 mph. CM coordinated a field visit with representatives of the OCDPW which has jurisdiction over Craigville Road, on October 6, 2020. The OCDPW representatives confirmed that intersection sight distance must be met for the site driveway and provided the following criteria:

- Driver's eye height = 3.5 feet
- Operating speed is equal to the posted speed limit. Because Craigville Rd (CR 51) does not have a posted speed limit, the statutory speed limit is 55 mph.

Based on these discussions and the field measurements from the September 18, 2020 field visit, the driveway was relocated to provide at least 610 feet of sight distance looking left and right from the driveway, satisfying the guidelines for AASHTO and NYSDOT for a speed of 55 mph. The available sight distances at the intersection of Craigville Road and the Site Driveway are shown in Table 8 and compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018 and NYSDOT design guidance (EB 17-007).

**Table 8 – Sight Distance Summary (Feet) for Site Driveway/Craigville Road**

| Intersection                  |                          | Intersection Sight Distance <sup>1</sup>        |                                |                                 |                                                  | Stopping Sight Distance <sup>2</sup> |                   |
|-------------------------------|--------------------------|-------------------------------------------------|--------------------------------|---------------------------------|--------------------------------------------------|--------------------------------------|-------------------|
|                               |                          | Right Turn from Site Driveway (D <sub>L</sub> ) | Left Turn from Site Driveway   |                                 | Left Turn from Craigville Road (D <sub>S</sub> ) | SSD <sub>NB</sub>                    | SSD <sub>SB</sub> |
|                               |                          |                                                 | Looking Left (D <sub>L</sub> ) | Looking Right (D <sub>R</sub> ) |                                                  |                                      |                   |
| Site Driveway/Craigville Road | Available                | 610                                             | 610                            | +1100                           | 525                                              | +1100                                | 500               |
|                               | Recommended <sup>3</sup> | 530                                             | 610                            | 610                             | 445                                              | 455                                  | 455               |

<sup>1</sup> Intersection sight distance is measured at an eye height of 3.5-ft and object height of 3.5-ft.

<sup>2</sup> SSD<sub>NB, SB</sub> = Stopping sight distance measured for a 2-foot object located in the path of vehicles traveling northbound and southbound on Craigville Road.

<sup>3</sup> Speed Limit = 55-mph

The analysis indicates that the available intersection and stopping sight distances at the Site Driveway on Craigville Road will meet or exceed the AASHTO and NYSDOT guidelines for 55-mph. It is recommended that vegetation along the subject site's frontage with Craigville Road be cleared. Furthermore, the OCDPW has provided a letter approving the site driveway location, which is included under Attachment H.

#### NYS Route 17 Northbound Exit 128 Off Ramp/Craigville Road

Per the DEIS Scoping Document, a sight distance evaluation was conducted at the NYS Route 17 Northbound Exit 128 Off Ramp/Craigville Road intersection. The available sight distances at the intersection of are shown in Table 9 and compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018 and NYSDOT design guidance (EB 17-007).

**Table 9 – Sight Distance Summary (Feet) for NYS Route 17 NB Exit Off-Ramp/Craigville Road**

| Intersection                                      |                          | Intersection Sight Distance <sup>1</sup>   |                                |                                 |                                                | Stopping Sight Distance <sup>2</sup> |                   |
|---------------------------------------------------|--------------------------|--------------------------------------------|--------------------------------|---------------------------------|------------------------------------------------|--------------------------------------|-------------------|
|                                                   |                          | Right Turn from Off-Ramp (D <sub>L</sub> ) | Left Turn from Off-Ramp        |                                 | Left Turn from Craigville Rd (D <sub>S</sub> ) | SSD <sub>NB</sub>                    | SSD <sub>SB</sub> |
|                                                   |                          |                                            | Looking Left (D <sub>L</sub> ) | Looking Right (D <sub>R</sub> ) |                                                |                                      |                   |
| NYS Route 17 NB Exit 128 Off-Ramp/Craigville Road | Available                | 610                                        | 610                            | 550                             | N/A                                            | N/A                                  | N/A               |
|                                                   | Recommended <sup>3</sup> | 530                                        | 610                            | 610                             | 445                                            | 455                                  | 455               |

<sup>1</sup> Intersection sight distance is measured at an eye height of 3.5-ft and object height of 3.5-ft.

<sup>2</sup> SSD<sub>NB, SB</sub> = Stopping sight distance measured for a 2-foot object located in the path of vehicles traveling northbound and southbound on Craigville Road.

<sup>3</sup> Speed Limit = 55-mph

The analysis indicates that the available intersection sight distance looking left (north) meets the AASHTO and NYSDOT guidelines for the posted speed limit, 55-mph. However, the available intersection sight distance looking right (south) falls short of the recommended guideline by 60-ft. This is due to the crest vertical curve on Craigville road south of the intersection. It should be noted that the intersection is not critically limited as the available intersection sight distance looking right (south) exceeds the recommended stopping sight distance.

#### Craigville Road/NYS Route 17M

Per the DEIS Scoping Document, a sight distance evaluation was conducted at the Craigville Road/NYS Route 17M intersection. The available sight distances at the intersection of Craigville Road and NYS Route 17M are shown in Table 10 and compared to the guidelines presented in AASHTO's *A Policy on Geometric Design of Highways and Streets*, 2018 and NYSDOT design guidance (EB 17-007).

**Table 10 – Sight Distance Summary (Feet) for Craigville Road/NYS Route 17M**

| Intersection                  |                          | Intersection Sight Distance <sup>1</sup>        |                                |                                 |                                                | Stopping Sight Distance <sup>2</sup> |                   |
|-------------------------------|--------------------------|-------------------------------------------------|--------------------------------|---------------------------------|------------------------------------------------|--------------------------------------|-------------------|
|                               |                          | Right Turn from Craigville Rd (D <sub>L</sub> ) | Left Turn from Craigville Rd   |                                 | Left Turn from NYS Route 17M (D <sub>S</sub> ) | SSD <sub>EB</sub>                    | SSD <sub>WB</sub> |
|                               |                          |                                                 | Looking Left (D <sub>L</sub> ) | Looking Right (D <sub>R</sub> ) |                                                |                                      |                   |
| Craigville Road/NYS Route 17M | Available                | 610                                             | 610                            | 675                             | 610                                            | 565                                  | 625               |
|                               | Recommended <sup>3</sup> | 530                                             | 610                            | 610                             | 445                                            | 455                                  | 455               |

<sup>1</sup> Intersection sight distance is measured at an eye height of 3.5-ft and object height of 3.5-ft.

<sup>2</sup> SSD<sub>EB, WB</sub> = Stopping sight distance measured for a 2-foot object located in the path of vehicles traveling eastbound and westbound on NYS Route 17M.

<sup>3</sup> Speed Limit = 55-mph

The analysis indicates that the available intersection and stopping sight distances at the Craigville Road/NYS Route 17M intersection meet or exceed the AASHTO and NYSDOT guidelines for the posted speed limit, 55-mph.

### 5.0 Site Access, Circulation, Maintenance, and Parking

CM reviewed the site access, circulation and parking layout as shown on the Site Plan prepared by Arden Consulting Engineers, PLLC. As discussed, access to the subject site will be provided via one full-movement driveway on Craigville Road. The access driveway will provide one ingress lane and two egress lanes for exclusive left-turn and right-turn lanes. The ingress and egress lanes will be 13-foot-wide near Craigville Road and then widen to 15-foot-wide travel lanes. The width of the proposed driveway allows for vehicles (passenger vehicles, trucks, and fire trucks) to temporarily by-pass vehicles that may become inoperable within a travel lane along the driveway length. At an internal intersection, passenger vehicles are directed to the south side of the building where there are 349 parking spaces; tractor trailers are directed to the north side of the building where there are 88 loading docks and 60 trailer parking spaces provided.

Within the passenger vehicle parking area, there is a 24-foot-wide drive aisle provided for two-way circulation. Within the tractor trailer loading dock and trailer parking area, there is a 75-foot-wide drive aisle provided for vehicles to maneuver in and out of the loading docks and trailer parking spaces. On-site truck turning diagrams for a WB-67 and Fire Truck are depicted on Sheets 50-53 of the Site Plan Prepared by Arden Consulting Engineers, PLLC. Road and driveway maintenance will fall under the purview of the owner/operators of the development, who will contract with private maintenance services for the handling of snow removal and de-icing of roadways and pedestrian walkways. As shown on Sheets 12-17 of the Site plan prepared by Arden Consulting Engineers, PLLC, the snow storage associated with these operations will be located on the westerly and southerly portions of the subject site.

Based on the current code, the proposed project, which is comprised of 515,888 square feet of warehouse space and 46,562 square feet of supporting office space, is required to provide 1,798 parking spaces. CM notes that the project is proposing a text change to the Town of Blooming Grove Zoning Code Section 235-23.C – “Off-Street Parking Requirements” specific to the “Warehouse; Distribution” land use. To justify the proposed text change, several resources were studied in order to develop a recommended parking requirement and an alternative to the current Town of Blooming Grove Zoning Code. These resources included three other warehouse developments in Orange County, the parking requirements of a nearby municipality, and the Institute of Transportation Engineers’ (ITE) *Parking Generation Manual*, 5<sup>th</sup> Edition.

## 5.1 Parking Supply for Other Warehouse Developments

In the Town of Montgomery, three similar developments have proposed parking supply rates ranging from 1 space per 2,111 square feet (SF) and 1 space per 787SF. For context, the Town of Montgomery Zoning Code 235-12.4 for “Truck Terminal, wholesaler, warehouse, or distribution center” states that there should be “sufficient parking for all trucks, truck trailers and truck tractors stored or being serviced at any one period of time, plus required parking for office area, plus two (2) spaces per three (3) employees on duty or on the premises at any one time.”

The following are the three developments examined as part of this discussion:

- The *Galaxy Limited* development consists of a 240,000-square-foot warehouse inclusive of a 12,000-square-foot office space and anticipates 162 employees. In adherence with the code, the site proposes 60 spaces for the office use (one (1) space per 200 square feet) and 108 parking spaces for the warehouse use which equates to 0.47 spaces/1,000SF or 1 space/2,111SF.
- The *915 Route 17K, LLC* development includes 133,690 square feet of leasable floor area for a warehouse use. In adherence with the code at the time of review, the site proposes 110 parking spaces for the warehouse use, which equates to 0.75 spaces/1,000SF or 1 space/1,215SF.<sup>13</sup>
- The *Project Sailfish* development includes a 1,010,866 square feet of leasable floor area for a warehouse use and anticipates 629 employees during its peak shift. While the site would meet the parking requirements with 420 parking spaces, the site proposes 1,060 parking spaces, which equates to 1 space/954SF or 1.05 spaces/1,000SF. The site also proposes 225 trailer parking spaces; if these are included in the total number of spaces the rates are 1.27 spaces/1,000SF or 1 space/787SF.

Applying the parking rates of any of these Montgomery-based developments to the proposed warehouse project in Blooming Grove would yield a lower parking requirement as summarized in Table 11.

**Table 11 – Summary of Parking Requirements based on Other Developments’ Rates**

|                                                    | <i>Galaxy Limited</i><br>1 space/2,111SF | <i>915 Route 17K, LLC</i><br>1 space/1,215SF | <i>Project Sailfish</i><br>1 space/787SF |
|----------------------------------------------------|------------------------------------------|----------------------------------------------|------------------------------------------|
| 515,888 SF * Other Development Rate                | 245                                      | 425                                          | 656                                      |
| Proposed Office Use per 1 space/600SF <sup>1</sup> | 78                                       | 78                                           | 78                                       |
| <b>Total</b>                                       | <b>323</b>                               | <b>503</b>                                   | <b>734</b>                               |

<sup>1</sup>The Town of Blooming Grove zoning code requirement for the accessory office use would not be changed.

As Table 11 shows, based on the Project Sailfish parking rates, which are the most demanding, the subject development would require 1,064 fewer parking spaces than the current Blooming Grove Town Code requirement.

## 5.2 Parking Requirements of Other Municipalities

The Town of Wallkill is a nearby municipality whose code requires less parking for warehouse uses than the Town of Blooming Grove code. The Town of Wallkill Zoning Code 249-12.F – Off-Street Parking for a Warehouse requires “one (1) space per 1,500SF of gross floor area for the first 10,000SF, plus one (1) per each additional 5,000SF, plus one (1) per 300 SF of office area.” Applying the parking requirement of the Town of Wallkill to the proposed warehouse project in Blooming Grove would also yield a lower parking requirement. Table 12 summarizes this lower parking requirement.

<sup>13</sup> At the time of submittal to Town of Montgomery Planning Board, the Zoning Code 100-30 referred to the ITE Parking Generation 4<sup>th</sup> Edition for Peak Parking Demand Rates.

**Table 12 – Summary of Parking Requirements based on Other Municipality’s Rates**

|                                                    | <b>Town of Wallkill<br/>1 space/1,500SF + 1 space/Add. 5,000SF</b> |
|----------------------------------------------------|--------------------------------------------------------------------|
| 515,888 SF * Other Development Rate                | 108                                                                |
| Proposed Office Use per 1 space/300SF <sup>1</sup> | 78                                                                 |
| <b>Total</b>                                       | <b>186</b>                                                         |

<sup>1</sup>The Town of Blooming Grove zoning code requirement for an office use would not be changed.

As Table 12 shows, the same development in the Town of Wallkill would require 1,612 fewer parking spaces.

### 5.3 Parking Demand per the Institute of Transportation Engineers

The Institute of Transportation Engineers’ (ITE) *Parking Generation Manual*, 5<sup>th</sup> Edition, is the industry standard used for estimating parking demands for proposed land uses based on data collected at similar uses. The manual presents information for 121 land uses, including warehouses, allowing engineers and analysts to forecast the parking demand for a specific development site. Based on a study of 31 warehouse sites, the ITE calculated an average rate and a 95-percent confidence interval of rates for peak parking demand. These rates are applied to the proposed warehouse and the results are summarized in Table 13.

**Table 13 – Summary of Peak Parking Demand Based on ITE**

|                                                | <b>Average Rate<br/>0.39 spaces/1,000SF or 1 space/2,564SF</b> | <b>95% Confidence Interval Rate<br/>0.47 spaces/1,000SF or 1 space/2,128SF<sup>1</sup></b> |
|------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Warehouse – 518,888 SF                         | 202                                                            | 243                                                                                        |
| Proposed Office Use 1 space/600SF <sup>2</sup> | 78                                                             | 78                                                                                         |
| <b>Total</b>                                   | <b>280</b>                                                     | <b>321</b>                                                                                 |

<sup>1</sup>The range of rates in the 95% Confidence interval were 1 space/3,226SF to 1 space/2,128SF. The higher rate is used to be conservative.

<sup>2</sup>The Town of Blooming Grove zoning code requirement for an office use would not be changed.

As Table 13 shows, with the addition of the proposed office use parking requirements based on Town of Blooming Grove zoning code, the ITE average peak parking demand is 1,598 parking spaces fewer than what is required by the Town of Blooming Grove Zoning Code. Conservatively, when this calculation is based on the highest rate in the 95-percent confidence interval, the peak parking demand is still 1,477 parking spaces less than the current requirement.

A review of the studied material indicates that the Town of Blooming Grove Zoning Code parking requirements for a warehouse use are excessive and would result in approximately **1,500 unused** parking spaces when considering the industry-standard ITE data. Constructing surplus impervious surfaces (i.e., parking spaces) to this extent is environmentally concerning and wasteful. CM recommends that the parking requirements for warehouses, specifically the Craigville Road Logistics Warehouse, be determined based on a rate of 1 space per 2,000SF or 0.5 spaces per 1,000SF. This rate is more demanding than both ITE peak parking demand rates and is similar to the Town of Wallkill progressive rate methodology. Based on this proposed rate, the subject development would require 258 parking spaces for the warehouse use and 78 parking spaces for the supporting office space, which is based on the current Town requirement. As the site plan currently proposes 349 vehicle parking spaces inclusive of 14 ADA-accessible spaces, 88 loading docks, and 60 trailer parking spaces, there would still be a reasonable reserve of off-street parking spaces to address unforeseen/unusual periods of demand. Still, the proposed 349 parking spaces is 1,462 spaces fewer than the current Blooming Grove Zoning Code requirement, allowing for significantly more pervious/landscaped area on the subject site.

## 6.0 Mitigation

### Motor Vehicle Collisions

As discussed in **Section 2.0 Existing Conditions – Motor Vehicle Collision Analysis**, the following intersections exhibited intersection collision rates above the statewide average for similar type intersections:

- NYS Route 17M/Craigville Road
- NYS Route 17M and NYS Route 94/Academy Avenue
- NYS Route 17M/Museum Village Road
- NYS Route 208/Museum Village Road

In regards to the NYS Route 208/Museum Village Road intersections, a signal is proposed as part of the South Blooming Grove Business Park development. Based on the industry-standard MUTCD guidelines a new signal is not warranted at the intersection of NYS Route 17M/Craigville Road. Consideration by NYSDOT, which has jurisdiction over the intersection, can still be given to a traffic signal at this intersection as a means to address the pre-existing conditions of pedestrian connectivity to Goosepond Park and the intersection crash rate. According to the NYSDOT Post Implementation Evaluation System (PIES) Reduction Factor Report, installation of a new red/yellow/green signal has a collision reduction factor of 32% for all accident types.

In regards the NYS Route 17M/Museum Village Road intersection, CM notes that the Museum Village Road approaches intersect NYS Route 17M at a skewed angle. Furthermore, the horizontal curvature of NYS Route 17M presents difficult sight lines for drivers on Museum Village Road. Given the history of collisions at the intersection and their jurisdiction of the roadway, CM recommends that the NYSDOT investigate mitigation measures to reduce collisions at this intersection.

### Truck Movements at Off-Site Intersections

As previously discussed, CM prepared truck turning diagrams at intersections where trucks associated with the proposed development are expected to enter. The diagrams indicate that the existing configurations for the majority of intersections allow a WB-67 to conduct the anticipated movements. However, based on the diagram shown in Figure 11A, the shoulder on the northeast corner of the intersection of Craigville Road and NYS Route 17M may need to be widened and reinforced. A five-foot widening is shown on NYS Route 17M, which is under the jurisdiction of the NYSDOT, in Figure 11A-1 and is recommended for consideration by the Department.

### Goosepond Parking & Trailhead

The Goosepond Parking and Trailhead are located directly south of the Craigville Rd/NYS Route 17M intersection on the east and west sides of NYS Route 17M, respectively. There are currently no pedestrian safety countermeasures connecting the approximately 6,500-square-foot parking area to the trail over NYS Route 17M. As previously noted, the roadway is under the jurisdiction of the NYSDOT, which means that any improvements will be subject to review and approval by the Department. A review of the New York State Pedestrian Safety Action Plan (NYSPSAP) indicates for a roadway with a posted speed limit above 50-mph, implementation of measures to reduce operational speeds should be considered.<sup>14</sup> Such measures typically consist of geometric modifications to the roadway. Roadway redesign of the NYS Route 17M is beyond a reasonable scope for a project of this nature. However, Appendix C of the NYSPSAP indicates that Basic Treatment Package C is applicable if speed reduction is not feasible. Therefore, CM recommends that W11-15A “Trail Crossing” warning sign with supplemental W16-2 “600 FT” plaques be considered for implementation by the NYSDOT on the approaching lane roadside approximately 600-ft in each direction from the trailhead. Additionally, CM recommends that a W11-2 “Pedestrian Crossing” warning signs with supplemental W11-15P “Trail X-ING” plaques be considered for implementation by the NYSDOT on either side of NYS Route 17M at the trailhead.

---

<sup>14</sup> NYSPSAP Appendix A Table 4

## 7.0 Construction Traffic

At the time of this report, the proposed development is expecting 195,081 cubic yards (CY) of cut. Assuming the standard dump truck permitted on public roadways has an average capacity of 17 CY and the target duration of the cut operation is three months (75 working days assuming six days/week), the project would generate 153 truckloads per day, which equates to 306 truck trips per day (153 entering | 153 exiting). Assuming an eight-hour workday, the site would generate 38-40 total truck trips per hour. This hourly volume of traffic is approximately 50-percent lower than the weekday AM and weekday PM peak hour traffic volumes generated by the proposed development, but is approximately 40-percent higher than the Saturday peak hour traffic volumes generated by the proposed development. As previously stated, it is the intention of the project to contain the operations resulting in these truck trips to a three-month period.

## 8.0 Conclusion

The subject site is comprised of two parcels designated as Section 54, Block 1, Lot 50.1 and Section 52, Block 5, Lot 11 as shown on the Orange County Tax Map and is currently utilized for agriculture. The proposed commercial development consists of constructing a new one-story 562,450-square-foot building located on the west side of Craigville Road. The site will be accessed via one full-movement driveway on Craigville Road approximately 610 feet south of the Orange Heritage Trail Overpass. The following is noted regarding the proposed project:

- The proposed development will generate 91 total trips in the weekday AM peak hour, 97 total trips in the weekday PM peak hour, and 28 total trips in the Saturday midday peak hour. It is important to note that there is no “pass-by” component of the traffic associated with the proposed development.
- The study herein considered traffic volumes generated by other pending developments in the Town of Chester, Town of Monroe, and Town of Blooming Grove.
- The proposed development is not expected to have a significant adverse impact at the majority of off-site intersections. Where impacts are anticipated, mitigation is recommended as detailed in **Section 6.0 Mitigation**.
- A signal warrant analysis of the Craigville Road/NYS Route 17M intersection indicates that a signal is not warranted.
- Sight distance analyses of the intersections requested in the DEIS Scoping Document found that no intersections are critically limited.
- A review of parking provisions at other warehouse developments and parking requirements for other municipalities, indicates that the parking requirements for the proposed development are excessive and would result in unused pavement. The research conducted justifies a text change to the Town of Blooming Grove Zoning Code 235-23.C – “Off-Street Parking Requirements” specific to the “Warehouse; Distribution” land use to bring the parking requirement more in line with the actual parking need.

Please do not hesitate to call our office if you have any questions or comments, or require additional information.

Respectfully submitted,

**Creighton Manning Engineering, LLP**

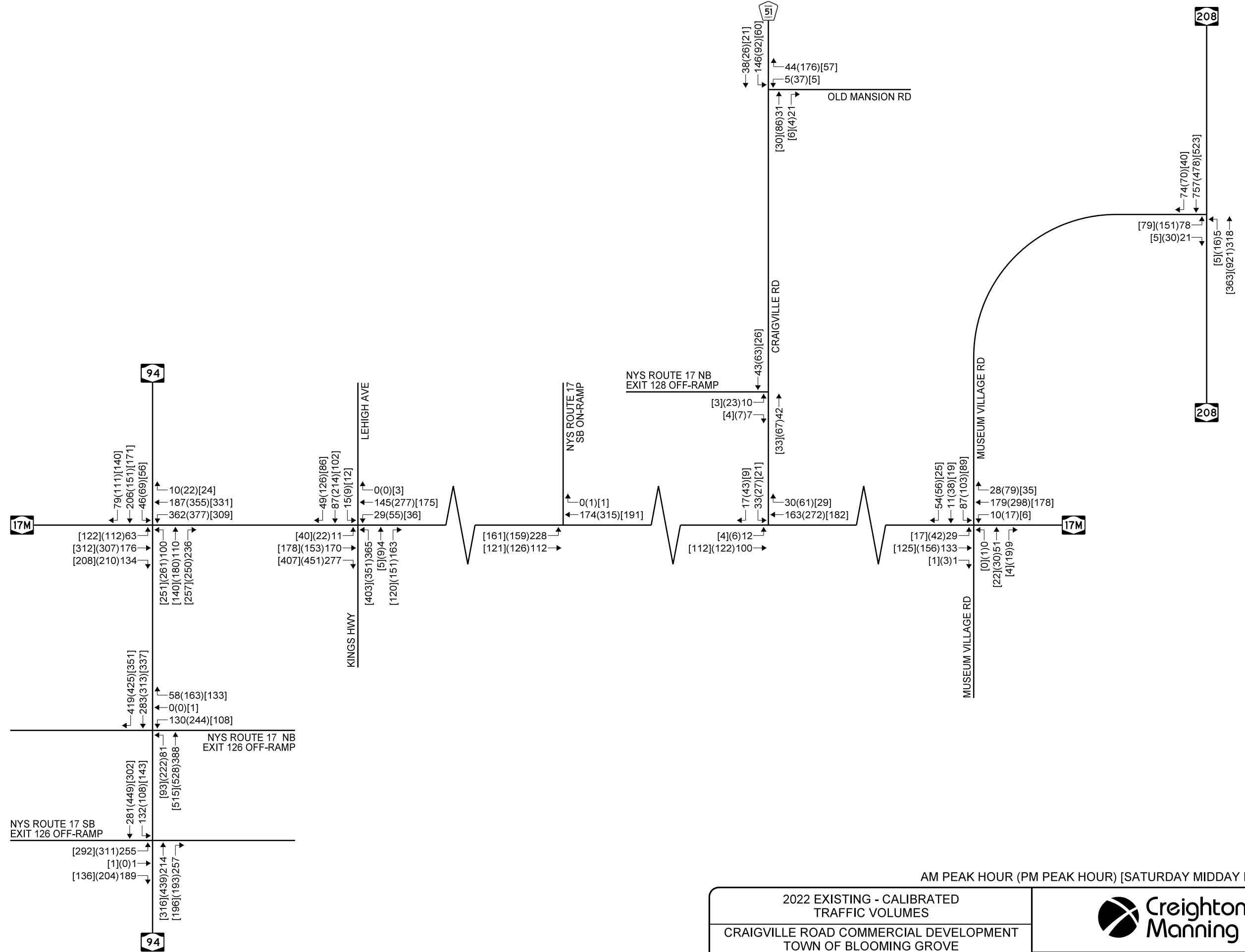


Frank A. Filiciotto, PE  
Associate

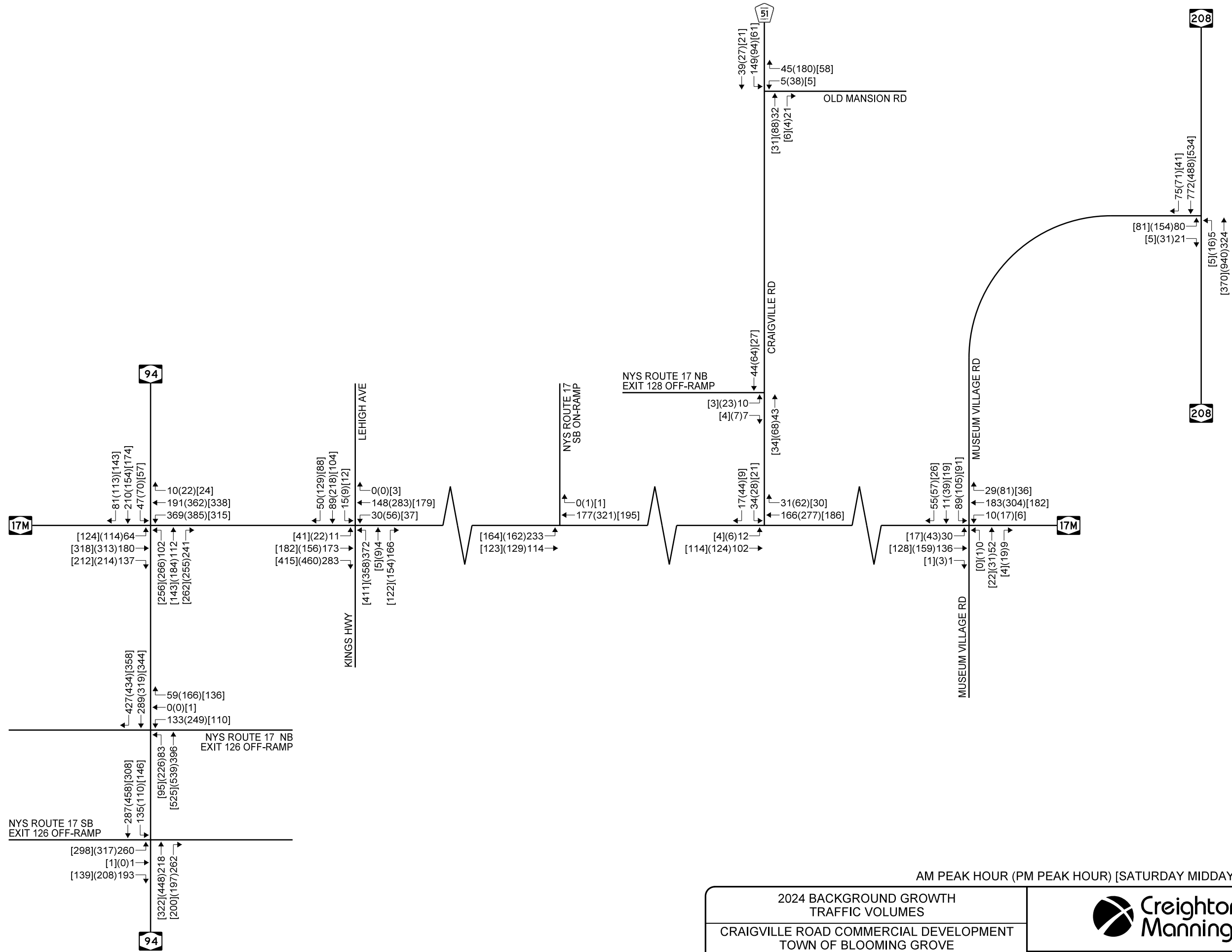


Starke W. Hipp, PE  
Project Engineer

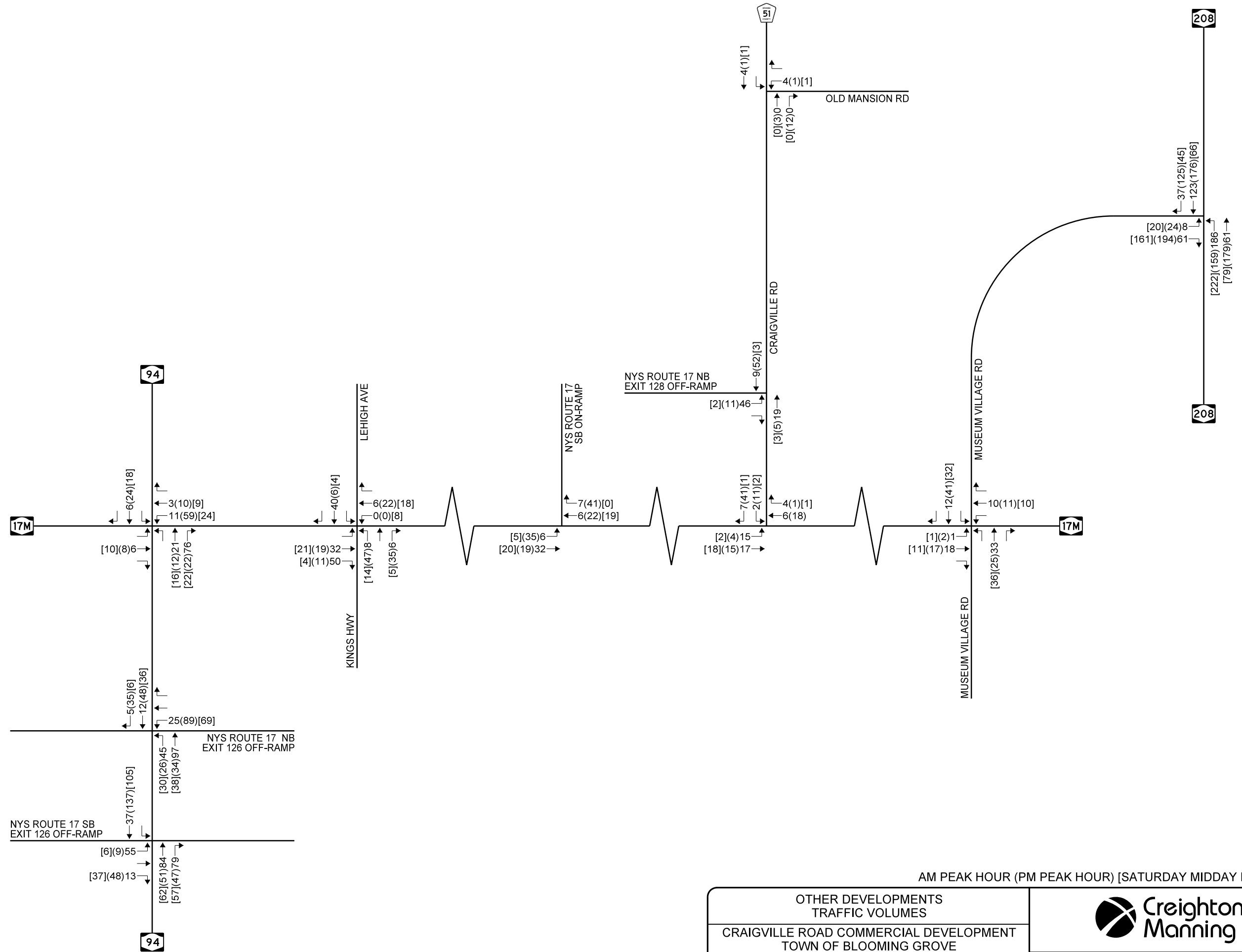
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USER : JKen



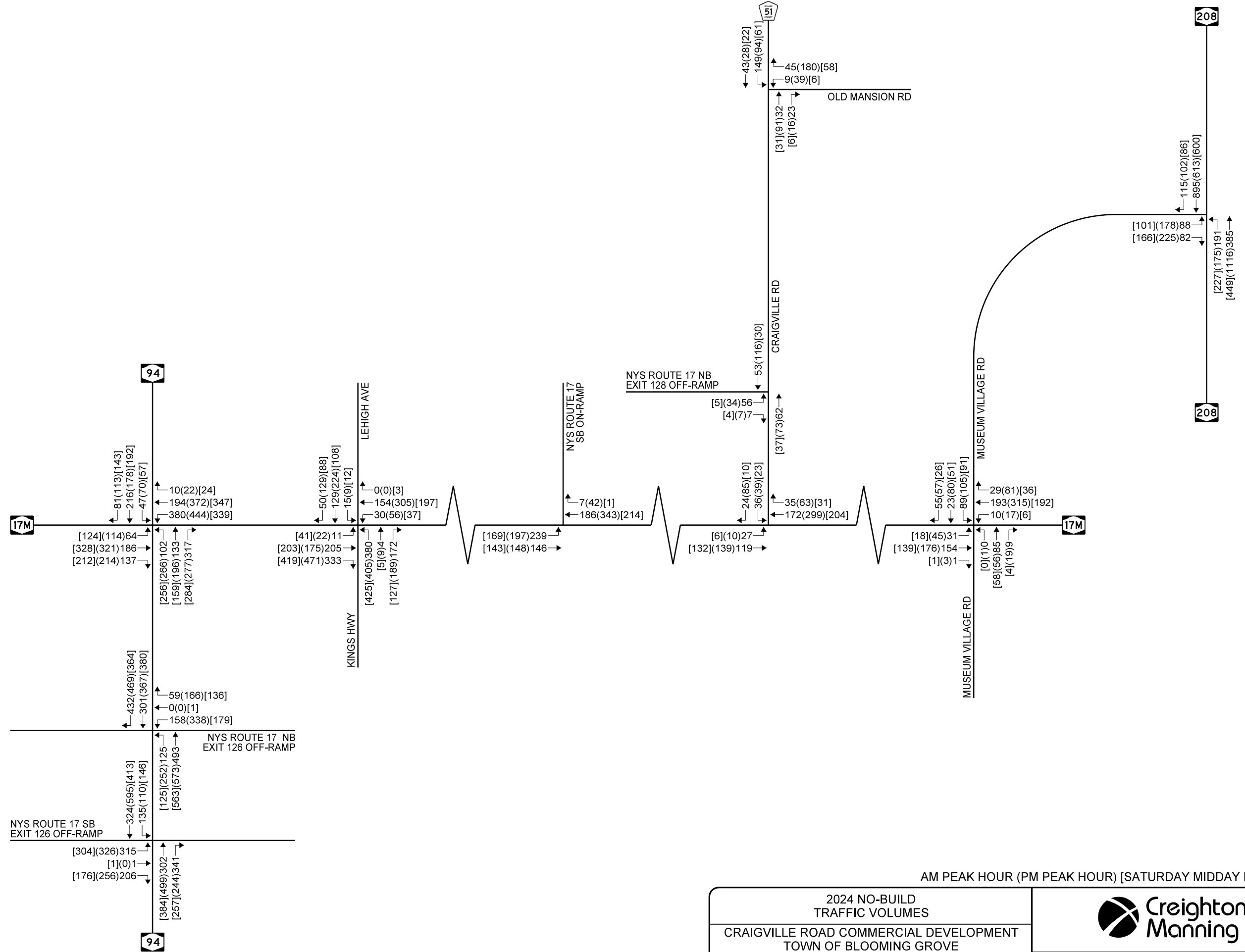
|                                                                                             |               |                                                                                                            |  |
|---------------------------------------------------------------------------------------------|---------------|------------------------------------------------------------------------------------------------------------|--|
| 2022 EXISTING - CALIBRATED<br>TRAFFIC VOLUMES                                               |               |  Creighton<br>Manning |  |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |               |                                                                                                            |  |
| PROJECT: 120-269                                                                            | DATE: 11/2022 | FIGURE: 1                                                                                                  |  |



FILE NAME : \\CME-FILE001\Company\Projects\2020\120-269\Indigo Contracting - Blooming Grove\Working\CA00\ dgn\120-269\_fig.traffic.01.dgn  
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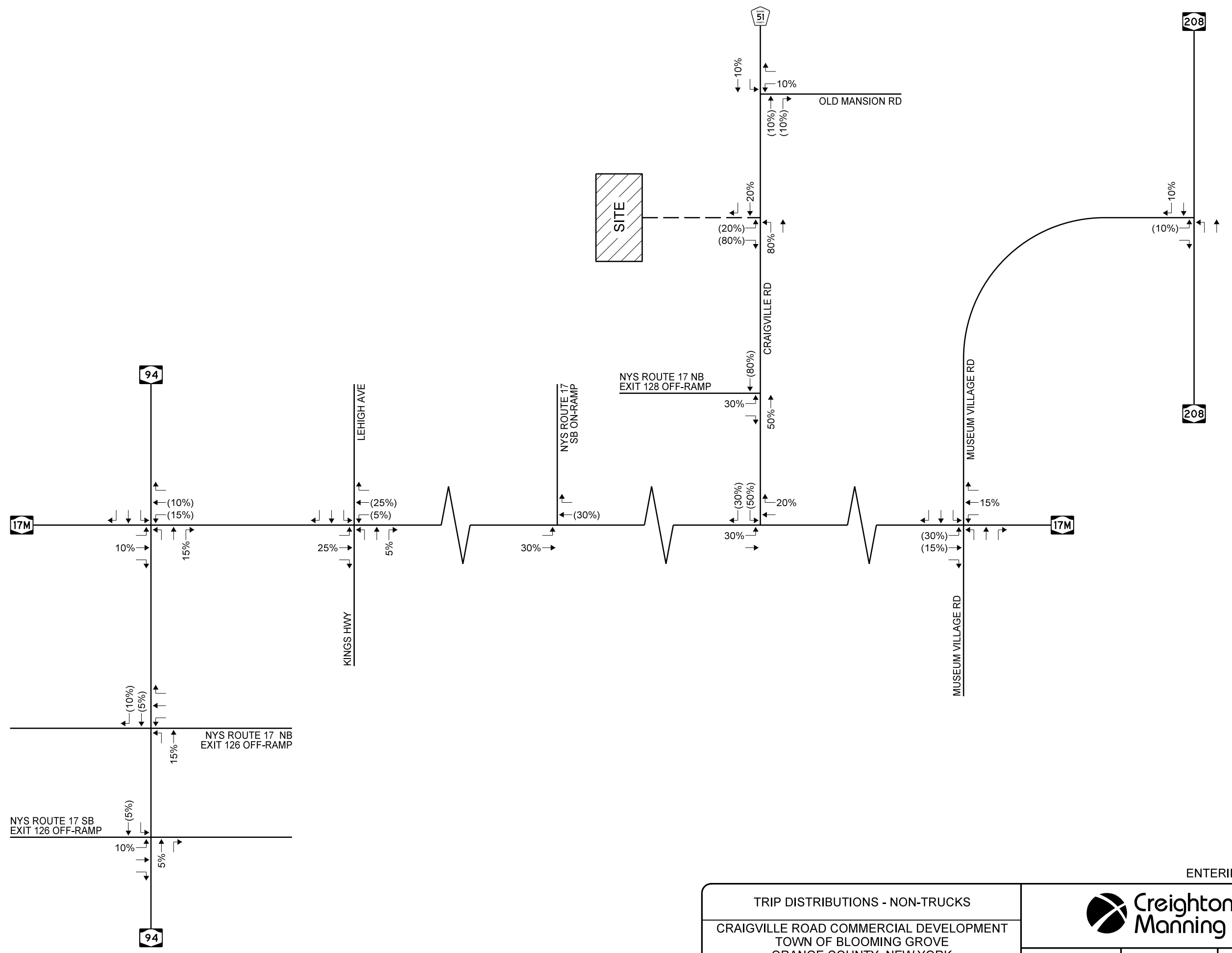
| OTHER DEVELOPMENTS<br>TRAFFIC VOLUMES                                                       |  | AM PEAK HOUR (PM PEAK HOUR) [SATURDAY MIDDAY PEAK HOUR] |               |           |
|---------------------------------------------------------------------------------------------|--|---------------------------------------------------------|---------------|-----------|
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |  |                                                         |               |           |
|                                                                                             |  | PROJECT: 120-269                                        | DATE: 11/2022 | FIGURE: 3 |



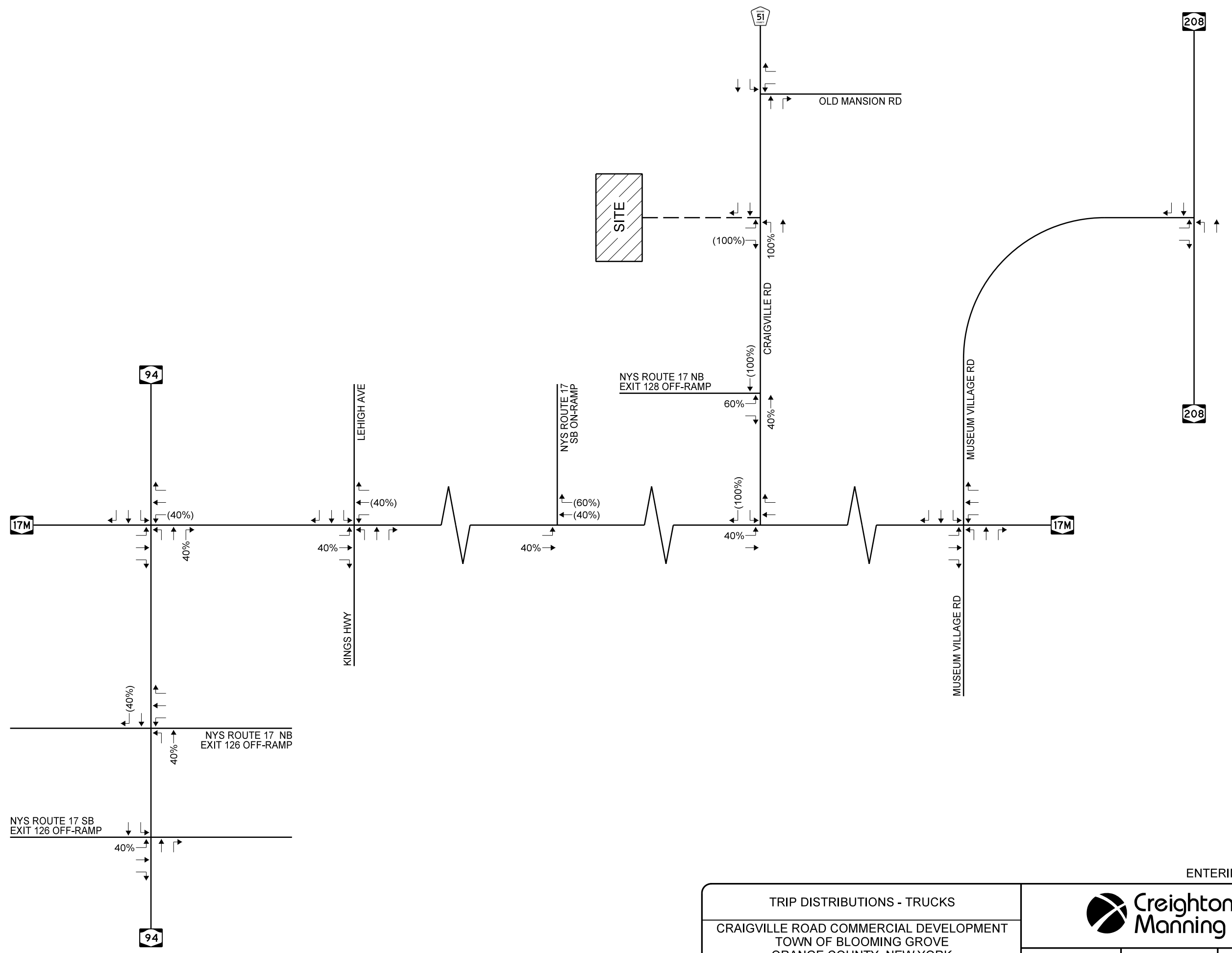
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY MIDDAY PEAK HOUR]

|                                                                                             |         |                                                                                                            |         |
|---------------------------------------------------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------|---------|
| 2024 NO-BUILD<br>TRAFFIC VOLUMES                                                            |         |  Creighton<br>Manning |         |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |         |                                                                                                            |         |
| PROJECT:                                                                                    | 120-269 | DATE:                                                                                                      | 11/2022 |
| FIGURE:                                                                                     | 4       |                                                                                                            |         |

FILE NAME : \\CME-FILE01\Company\Projects\2020\120-269\Indigo Contracting - Blooming Grove\Working\CA00\dgn\120-269\_fig-traf-01.dgn  
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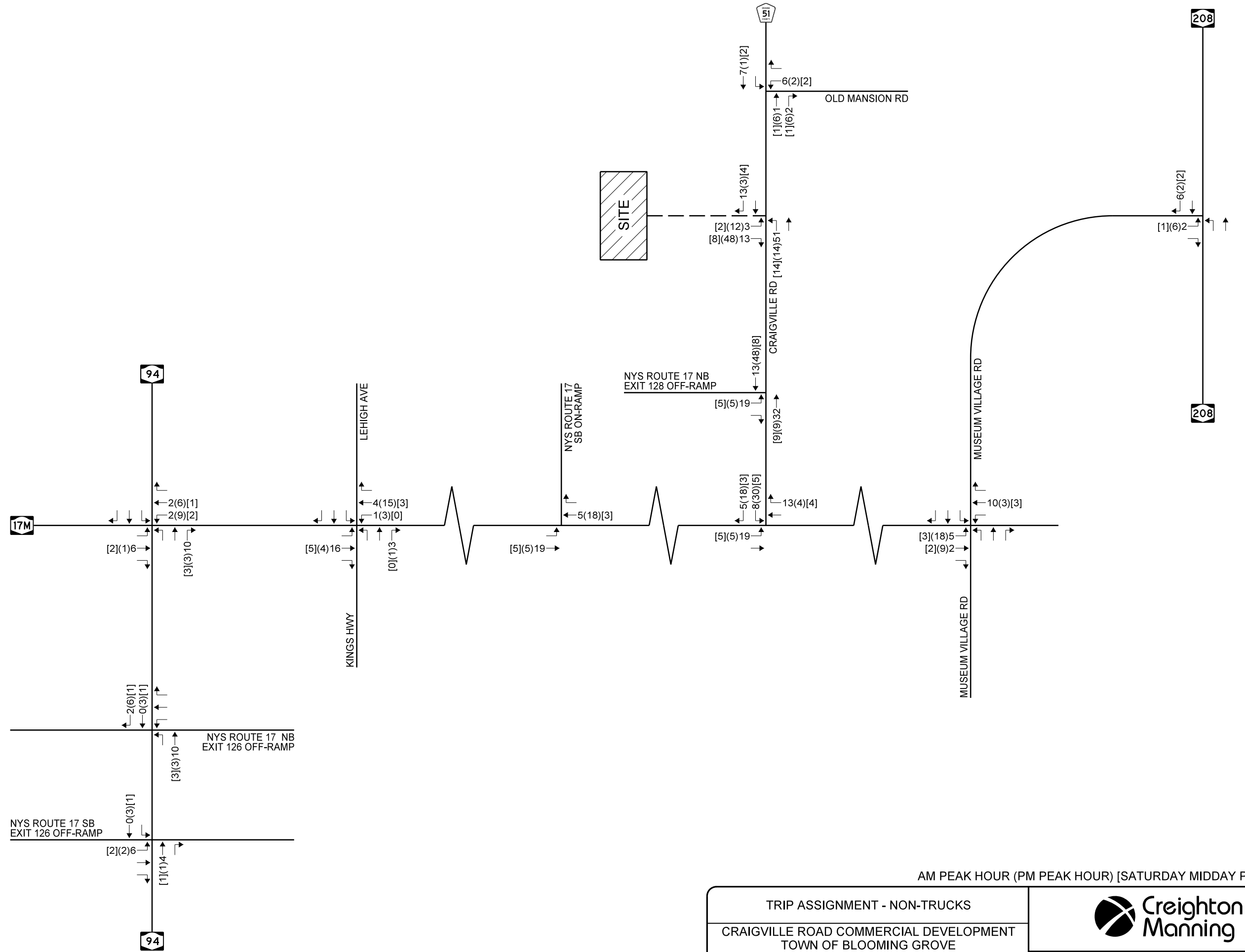


|                                                                                             |         |                                                                                       |         |            |
|---------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------------------------|---------|------------|
| TRIP DISTRIBUTIONS - NON-TRUCKS                                                             |         | ENTERING(EXITING)                                                                     |         |            |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |         |  |         |            |
| PROJECT:                                                                                    | 120-269 | DATE:                                                                                 | 11/2022 | FIGURE: 5A |

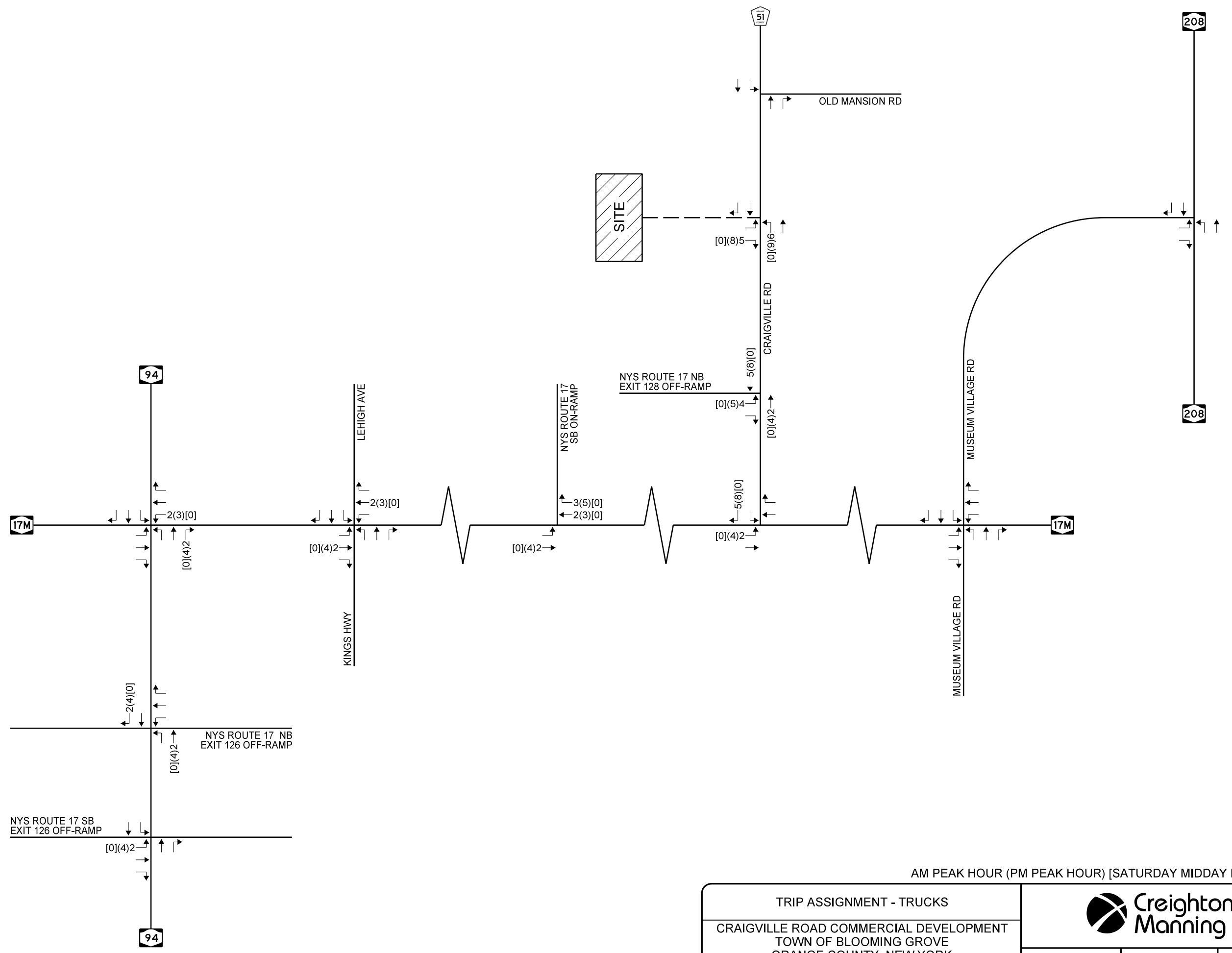


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DATE/TIME : 11/30/2022  
USER : JKen

FILE NAME : \\CME-FILE001\Company\Projects\2020\120-269\Indigo Contracting - Blooming Grove\Working\CA00\ dgn\120-269\_fig-traf-01.dgn  
DATE/TIME : 11/30/2022  
USER : JKen

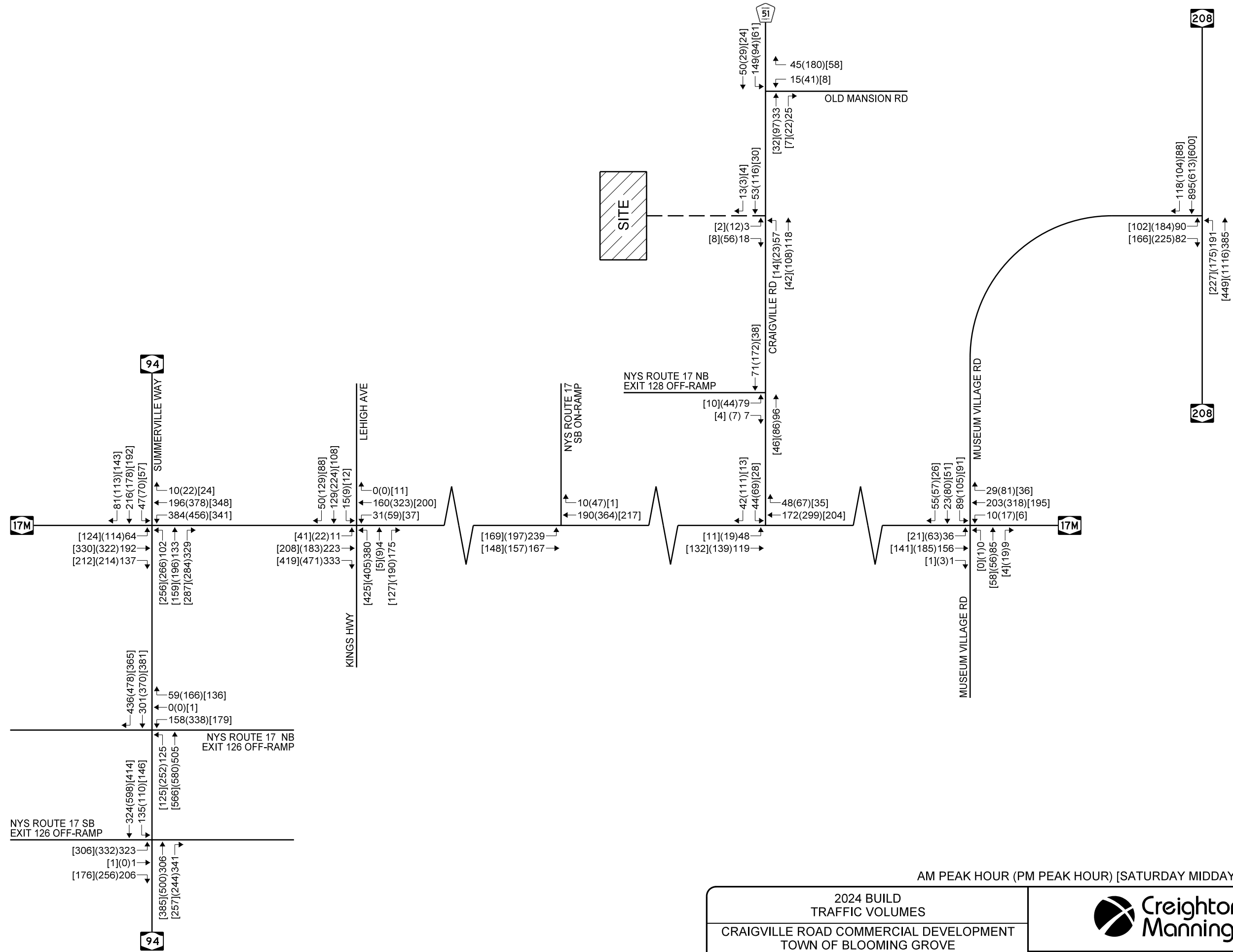


|                                                                                             |         |                                                                                       |         |         |    |
|---------------------------------------------------------------------------------------------|---------|---------------------------------------------------------------------------------------|---------|---------|----|
| TRIP ASSIGNMENT - NON-TRUCKS                                                                |         |  |         |         |    |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |         |                                                                                       |         |         |    |
| PROJECT:                                                                                    | 120-269 | DATE:                                                                                 | 11/2022 | FIGURE: | 6A |

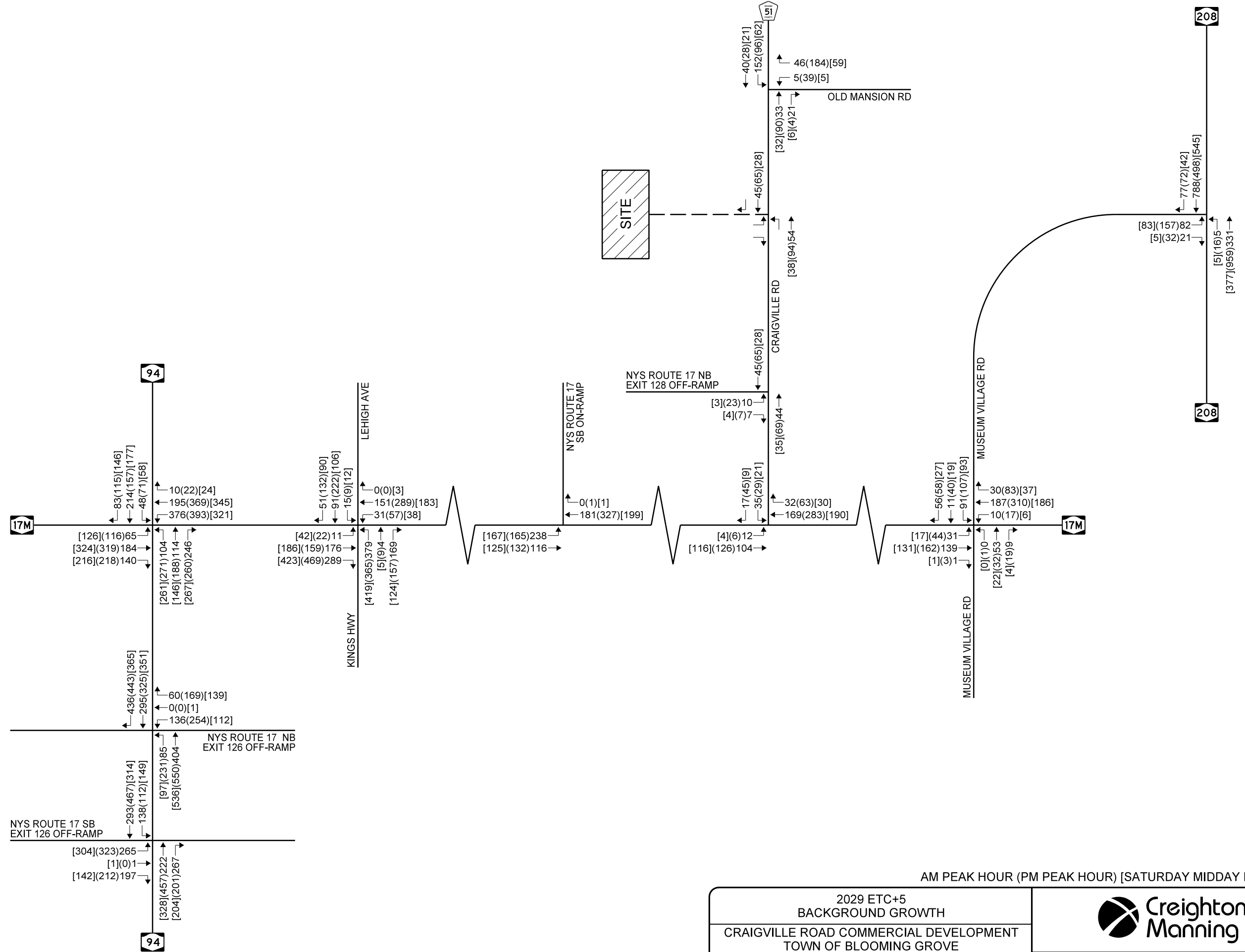


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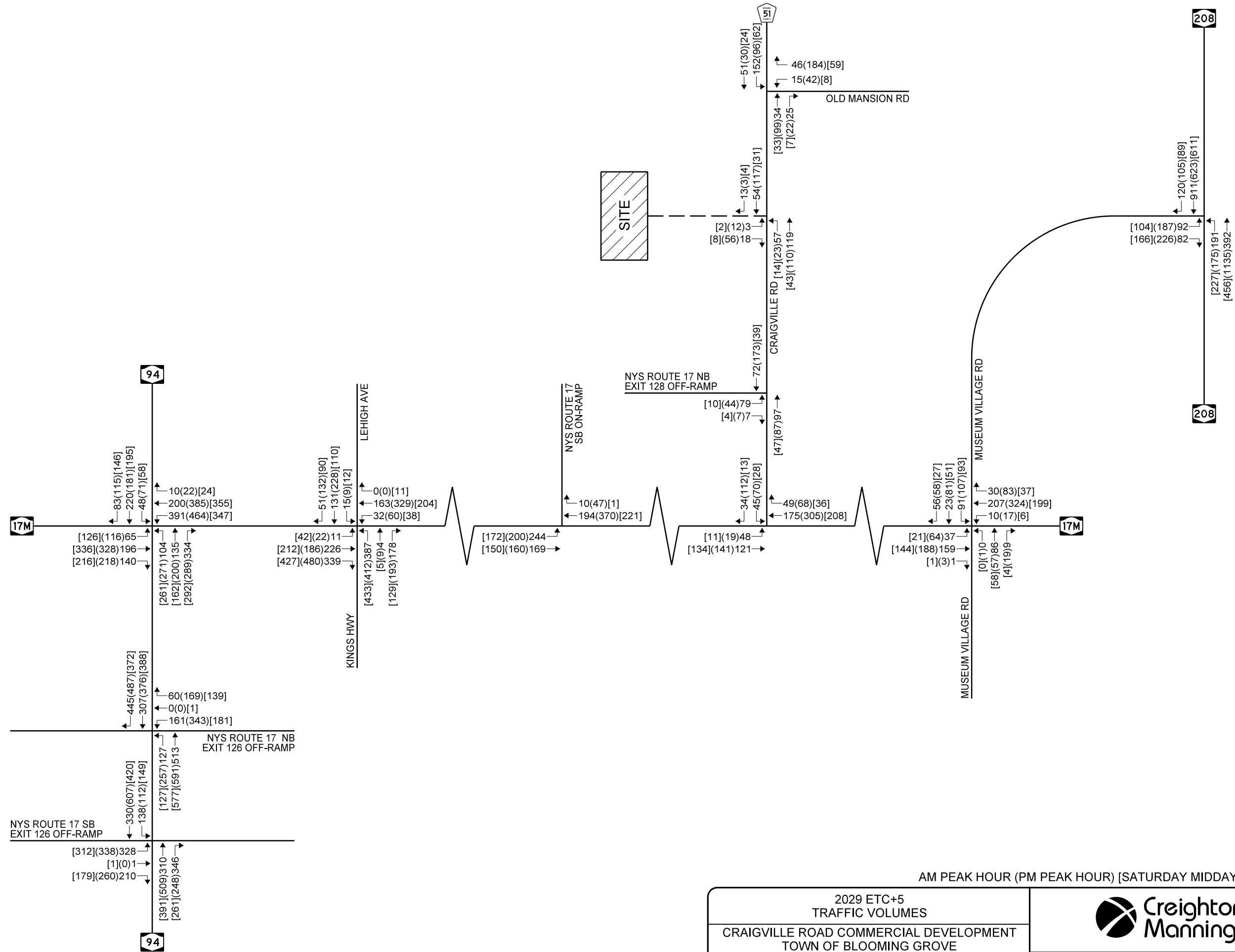


|                                                                                             |  |                                                                                       |               |           |
|---------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------|---------------|-----------|
| 2024 BUILD<br>TRAFFIC VOLUMES                                                               |  | AM PEAK HOUR (PM PEAK HOUR) [SATURDAY MIDDAY PEAK HOUR]                               |               |           |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |  |  |               |           |
|                                                                                             |  | PROJECT: 120-269                                                                      | DATE: 11/2022 | FIGURE: 7 |



FILE NAME : \\CME-FILE001\Company\Projects\2020\120-269\_Indigo Contracting - Blooming Grove\Working\CA00\ dgn\120-269\_fig-traffic\_01.dgn  
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USER : JKen

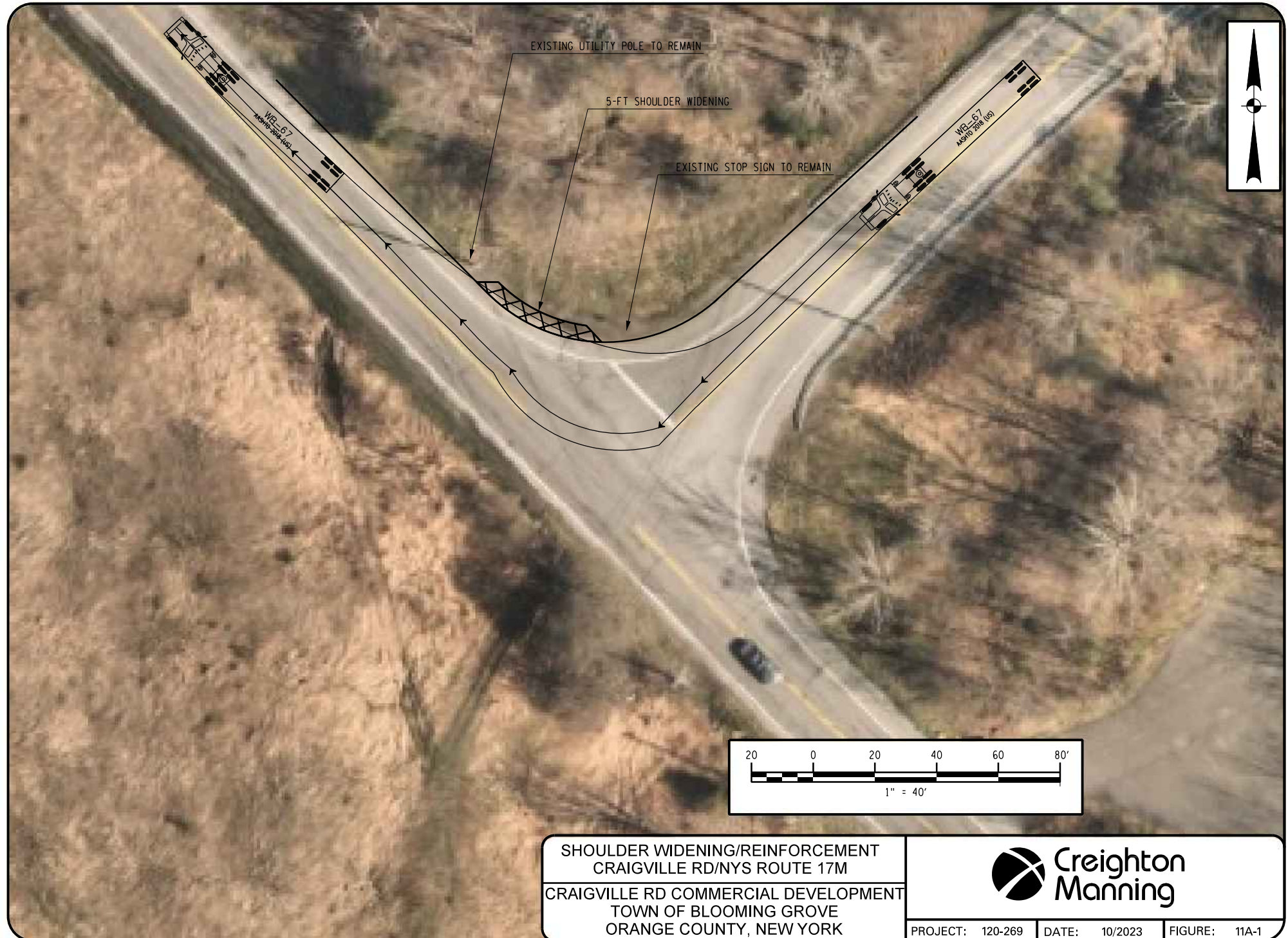
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DATE/TIME : 11/30/2022  
USER : JKH



|                                                                                             |  |                                                                                       |               |           |
|---------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------|---------------|-----------|
| 2029 ETC+5<br>TRAFFIC VOLUMES                                                               |  | AM PEAK HOUR (PM PEAK HOUR) [SATURDAY MIDDAY PEAK HOUR]                               |               |           |
| CRAIGVILLE ROAD COMMERCIAL DEVELOPMENT<br>TOWN OF BLOOMING GROVE<br>ORANGE COUNTY, NEW YORK |  |  |               |           |
|                                                                                             |  | PROJECT: 120-269                                                                      | DATE: 11/2022 | FIGURE: 9 |

















WB-67 AUTOTURN  
NYS ROUTE 94/NYS ROUTE 17  
CRAIGVILLE RD COMMERCIAL DEVELOPMENT  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK





**ATTACHMENT A**  
**COLLISION SUMMARY SHEETS AND TE-213**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

## Accident Summary Sheet

Location: Craigville Rd & 17M  
 Period Covered: 3/01/2019-2/28/2022  
 Date: 3/25/2022

City: Blooming Grove  
 County: Orange

| Time of Day |   |         | Weather                  |   |         |
|-------------|---|---------|--------------------------|---|---------|
|             |   | %       |                          | # | %       |
| 0600-1000   | 1 | 17      | Clear                    | 3 | 50      |
| 1000-1600   | 3 | 50      | Cloudy                   | 3 | 50      |
| 1600-1900   | 0 | 0       | Rain/Snow                | 0 | 0       |
| 1900-2400   | 1 | 17      | Sleet/Hall/Freezing Rain | 0 | 0       |
| 2400-0600   | 1 | 17      | Fog/Smog/Smoke           | 0 | 0       |
| Unknown     | 0 | 0       | Other/Unknown            | 0 | 0       |
| Total       | 6 | 100.00% | Total                    | 6 | 100.00% |

| Light Condition |   |         | Time of Year     |   |         |
|-----------------|---|---------|------------------|---|---------|
|                 | # | %       |                  | # | %       |
| Daylight        | 3 | 50      | Winter (Dec-Feb) | 2 | 33      |
| Dawn            | 1 | 17      | Spring (Mar-May) | 2 | 33      |
| Dusk            | 0 | 0       | Summer (Jun-Aug) | 1 | 17      |
| Dark Lighted    | 0 | 0       | Fall (Sep-Nov)   | 1 | 17      |
| Dark Unlighted  | 2 | 33      | Total            | 6 | 100.00% |
| Unknown         | 0 | 0       |                  |   |         |
| Total           | 6 | 100.00% |                  |   |         |

| Accident Type |   |         | Roadway Characteristics |   |         |
|---------------|---|---------|-------------------------|---|---------|
|               | # | %       |                         | # | %       |
| Overtaking    | 0 | 0       | Straight & Level        | 4 | 67      |
| Rear End      | 0 | 0       | Straight & Grade        | 0 | 0       |
| Right Angle   | 2 | 33      | Straight & Hillcrest    | 0 | 0       |
| Left Turn     | 1 | 17      | Curve & Level           | 1 | 17      |
| Sideswipe     | 0 | 0       | Curve & Grade           | 1 | 17      |
| Run Off Road  | 1 | 17      | Curve & Hillcrest       | 0 | 0       |
| Fixed Object  | 0 | 0       | Unknown                 | 0 | 0       |
| Pedestrian    | 0 | 0       | Total                   | 6 | 100.00% |
| Bicycle       | 0 | 0       |                         |   |         |
| Animal        | 2 | 33      |                         |   |         |
| Right Turn    | 0 | 0       |                         |   |         |
| Head On       | 0 | 0       |                         |   |         |
| Other         | 0 | 0       |                         |   |         |
| Total         | 6 | 100.00% |                         |   |         |

| Accident Severity |   |         | Roadway Surface Condition |   |         |
|-------------------|---|---------|---------------------------|---|---------|
|                   | # | %       |                           | # | %       |
| Fatal             | 0 | 0       | Dry                       | 6 | 100     |
| Serious Injury    | 0 | 0       | Wet                       | 0 | 0       |
| Other Injury      | 1 | 17      | Muddy                     | 0 | 0       |
| Prop damage Only  | 5 | 83      | Snow/Ice                  | 0 | 0       |
| Unknown           | 0 | 0       | Slush                     | 0 | 0       |
| Total             | 6 | 100.00% | Unknown                   | 0 | 0       |
|                   |   |         | Total                     | 6 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |            | ROUTE NO. or STREET NAME Craigville Rd.                                             |          |        |    |    |                                                                                                                                         |     |                 |             |                            | COUNTY: Orange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |                                                                                                              |  |
|----------------------------------------------|----------|------------|-------------------------------------------------------------------------------------|----------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|
| P.I.N..                                      |          |            | AT INTERSECTION WITH / OR BETWEEN: 17M                                              |          |        |    |    |                                                                                                                                         |     |                 |             |                            | MUNICIPALITY : Blooming Grove                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |                                                                                                              |  |
| INVENTORY NO.                                |          |            |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |                            | BY: LSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |                                                                                                              |  |
|                                              |          |            |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |                            | DATE: 3/25/22                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |                                                                                                              |  |
| NO. OF MONTHS 36                             |          |            | LIGHT CONDITIONS (LC)                                                               |          |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |             |                            | ROADWAY SURFACE CONDITION (RSC)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  | WEATHER (WEA)                                                                                                |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |            | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |          |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             |                            | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |
| NO                                           | CASE     | DATE       | TIME                                                                                | # OF VEH | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                   | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |                                                                                                              |  |
| 1                                            | 38826132 | 4/16/2021  | 14:03                                                                               | 2        | PDO    | 1  | 1  | 1                                                                                                                                       | 2   | 07, YY          | 17M83013138 | RIGHT ANGLE                | Unit #1 was making a left turn onto State Route 17M from Craigville Rd in a southern direction. Unit 1 failed to yield the right of way of unit 2 traveling west on State Route 17M. This caused both vehicles to collide with each other. Operator of Unit #1 stated she stopped and another vehicle came west and made the turn onto Craigville Rd. She proceeded to make the turn and didn't see the truck. Operator of Unit #2 stated he was traveling west behind another vehicle. The other vehicle turned right onto Craigville Rd and Unit #1 pulled out in front of him.                                                                     |  |  |                                                                                                              |  |
| 2                                            | 38782612 | 3/10/2021  | 13:30                                                                               | 2        | INJURY | 1  | 1  | 1                                                                                                                                       | 1   | 07, YY          | 17M83013138 | LEFT TURN (WITH OTHER CAR) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |                                                                                                              |  |
| 3                                            | 38156081 | 10/26/2019 | 03:15                                                                               | 1        | PDO    | 5  | 5  | 1                                                                                                                                       | 1   | 61, YY          | 17M83013138 | DEER                       | Vehicle #1 traveling West on State Route 17M when a deer entered the roadway in Vehicle 1's path. Vehicle 1 collided with deer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |                                                                                                              |  |
| 4                                            | 38957331 | 7/16/2021  | 23:55                                                                               | 1        | PDO    | 5  | 1  | 1                                                                                                                                       | 2   | 17, 69          | 17M83013138 | RAN OFF ROAD ONLY          | Vehicle #1 traveling South on Craigville Road. Vehicle #1 proceeded into intersection across both East and Westbound lanes of State Route 17M and off the roadway into a field off the Southern side of State Route 17M. Operator of Vehicle #1 stated he did not see the stop sign because he was driving with his lights off. Operator of Vehicle #1 stated he attempted to back out of the field but got stuck. Tickets Issued: Driver of vehicle number (1) tickets: Ticket Number: C632DCQ569 Violation: 5111A Ticket Number: C632DCQ5HT Violation: 5091 Ticket Number: C632DCQ5JW Violation: 1172A Ticket Number: C632DCQ5MX Violation: 3752A1; |  |  |                                                                                                              |  |
| 5                                            | 37915685 | 6/5/2019   | 15:15                                                                               | 2        | PDO    | 1  | 1  | 1                                                                                                                                       | 2   | 07, YY          | 17M83013139 | RIGHT ANGLE                | V1 South on Craigville Rd. Town of Blooming Grove at stop sign. V2 West on State Route 17M. V1 fails to yield right of V2 and pulls out in front of V2. Collision occurs on State Route 17M causing the above stated damage.                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |                                                                                                              |  |
| 6                                            | 38308697 | 12/26/2019 | 06:40                                                                               | 1        | PDO    | 2  | 4  | 1                                                                                                                                       | 1   | YY              | 17M83013138 | DEER                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |                                                                                                              |  |

## Accident Summary Sheet

Location: Craigville Rd & Old Mansion Rd.  
 Period Covered: 3/01/2019-2/28/2022  
 Date: 3/28/2022

City: Bloomington  
 County: Orange

|                      |   |         |                           |   |         |
|----------------------|---|---------|---------------------------|---|---------|
| Time of Day          |   |         | Weather                   |   |         |
|                      |   | %       |                           | # | %       |
| 0600-1000            | 1 | 33      | Clear                     | 2 | 67      |
| 1000-1600            | 1 | 33      | Cloudy                    | 0 | 0       |
| 1600-1900            | 1 | 33      | Rain/Snow                 | 1 | 33      |
| 1900-2400            | 0 | 0       | Sleet/Hail/Freezing Rain  | 0 | 0       |
| 2400-0600            | 0 | 0       | Fog/Smog/Smoke            | 0 | 0       |
| Unknown              | 0 | 0       | Other/Unknown             | 0 | 0       |
| Total                | 3 | 100.00% | Total                     | 3 | 100.00% |
| Light Condition      |   |         | Time of Year              |   |         |
|                      | # | %       |                           | # | %       |
| Daylight             | 2 | 67      | Winter (Dec-Feb)          | 0 | 0       |
| Dawn                 | 1 | 33      | Spring (Mar-May)          | 1 | 33      |
| Dusk                 | 0 | 0       | Summer (Jun-Aug)          | 2 | 67      |
| Dark Lighted         | 0 | 0       | Fall (Sep-Nov)            | 0 | 0       |
| Dark Unlighted       | 0 | 0       | Total                     | 3 | 100.00% |
| Unknown              | 0 | 0       |                           |   |         |
| Total                | 3 | 100.00% |                           |   |         |
| Accident Type        |   |         | Roadway Characteristics   |   |         |
|                      | # | %       |                           | # | %       |
| Overtaking           | 0 | 0       | Straight & Level          | 1 | 33      |
| Rear End             | 1 | 33      | Straight & Grade          | 1 | 33      |
| Right Angle          | 1 | 33      | Straight & Hillcrest      | 0 | 0       |
| Left Turn            | 0 | 0       | Curve & Level             | 0 | 0       |
| Sideswipe            | 0 | 0       | Curve & Grade             | 1 | 33      |
| Run Off Road         | 0 | 0       | Curve & Hillcrest         | 0 | 0       |
| Fixed Object         | 0 | 0       | Unknown                   | 0 | 0       |
| Pedestrian           | 0 | 0       | Total                     | 3 | 100.00% |
| Bicycle              | 0 | 0       |                           |   |         |
| Animal               | 1 | 33      |                           |   |         |
| Right Turn           | 0 | 0       |                           |   |         |
| Head On              | 0 | 0       |                           |   |         |
| Other                | 0 | 0       |                           |   |         |
| Total                | 3 | 100.00% |                           |   |         |
| Accident Severity    |   |         | Roadway Surface Condition |   |         |
|                      | # | %       |                           | # | %       |
| Fatal                | 0 | 0       | Dry                       | 1 | 33      |
| Serious Injury       | 1 | 33      | Wet                       | 2 | 67      |
| Other Injury         | 1 | 33      | Muddy                     | 0 | 0       |
| Property Damage Only | 1 | 33      | Snow/Ice                  | 0 | 0       |
| Unknown              | 0 | 0       | Slush                     | 0 | 0       |
| Total                | 3 | 100.00% | Unknown                   | 0 | 0       |
|                      |   |         | Total                     | 3 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |           |       | ROUTE NO. or STREET NAME: Craigville Rd.                                            |        |    |    |                                                                                                                                         |     |                 |         | COUNTY: Orange                                                       |                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |
|----------------------------------------------|----------|-----------|-------|-------------------------------------------------------------------------------------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|---------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|--|--|
| P.I.N..                                      |          |           |       | AT INTERSECTION WITH / OR BETWEEN: Old Mansion Rd.                                  |        |    |    |                                                                                                                                         |     |                 |         | MUNICIPALITY : Blooming Grove                                        |                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |
| INVENTORY NO.                                |          |           |       |                                                                                     |        |    |    |                                                                                                                                         |     |                 |         | BY: LSC                                                              |                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |
|                                              |          |           |       |                                                                                     |        |    |    |                                                                                                                                         |     |                 |         | DATE: 3/28/22                                                        |                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |
| NO. OF MONTHS 36                             |          |           |       | LIGHT CONDITIONS (LC)                                                               |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |         | ROADWAY SURFACE CONDITION (RSC)                                      |                                                                                                                                                                                                                                                                                                                                                             |  |  | WEATHER (WEA)                                                                                                |  |  |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |           |       | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |         | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other |                                                                                                                                                                                                                                                                                                                                                             |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |  |  |
| NO                                           | CASE     | DATE      | TIME  | # OF VEH                                                                            | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR | ACC TYPE                                                             | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                 |  |  |                                                                                                              |  |  |  |
| 1                                            | 38472100 | 6/29/2020 | 17:30 | 2                                                                                   | PDO    | 1  | 5  | 2                                                                                                                                       | 3   | 09, YY          |         | REAR END                                                             |                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |
| 2                                            | 38055481 | 8/22/2019 | 12:20 | 2                                                                                   | INJURY | 1  | 2  | 1                                                                                                                                       | 1   | 04, YY          |         | RIGHT ANGLE                                                          | Vehicle #1 traveled west on Old Mansion Rd and stopped at stop sign at intersection of Old Mansion Rd and Craigville Rd. Vehicle #2 traveled south on Craigville Rd and turned left onto Old Mansion Rd. Vehicle #1 collided into vehicle #2. NOTE: Operator of vehicle #1 stated that he didn't see vehicle #2 due to the size and color over his vehicle. |  |  |                                                                                                              |  |  |  |
| 3                                            | 38416514 | 5/19/2020 | 05:17 | 1                                                                                   | NR     | 2  | 1  | 1                                                                                                                                       | 1   | 61, YY          |         | DEER                                                                 | Vehicle #1 traveling northbound on Craigville Road collided with a deer.                                                                                                                                                                                                                                                                                    |  |  |                                                                                                              |  |  |  |

## Accident Summary Sheet

Location: NYS17M/NYS17 On-Ramp  
 Period Covered: 3/01/2019-2/28/2022  
 Date: 4/15/2022

City: Chester  
 County: Orange

|                   |   |         |                           |   |         |
|-------------------|---|---------|---------------------------|---|---------|
| Time of Day       |   |         | Weather                   |   |         |
|                   | # | %       |                           | # | %       |
| 0600-1000         | 0 | 0       | Clear                     | 1 | 33      |
| 1000-1600         | 1 | 33      | Cloudy                    | 1 | 33      |
| 1600-1900         | 1 | 33      | Rain/Snow                 | 1 | 33      |
| 1900-2400         | 1 | 33      | Sleet/Hall/Freezing Rain  | 0 | 0       |
| 2400-0600         | 0 | 0       | Fog/Smog/Smoke            | 0 | 0       |
| Unknown           | 0 | 0       | Other/Unknown             | 0 | 0       |
| Total             | 3 | 100.00% | Total                     | 3 | 100.00% |
| Light Condition   |   |         | Time of Year              |   |         |
|                   | # | %       |                           | # | %       |
| Daylight          | 1 | 33      | Winter (Dec-Feb)          | 1 | 33      |
| Dawn              | 0 | 0       | Spring (Mar-May)          | 1 | 33      |
| Dusk              | 0 | 0       | Summer (Jun-Aug)          | 0 | 0       |
| Dark Lighted      | 0 | 0       | Fall (Sep-Nov)            | 1 | 33      |
| Dark Unlighted    | 2 | 67      | Total                     | 3 | 100.00% |
| Unknown           | 0 | 0       |                           |   |         |
| Total             | 3 | 100.00% |                           |   |         |
| Accident Type     |   |         | Roadway Characteristics   |   |         |
|                   | # | %       |                           | # | %       |
| Overtaking        | 0 | 0       | Straight & Level          | 2 | 67      |
| Rear End          | 2 | 67      | Straight & Grade          | 1 | 33      |
| Right Angle       | 0 | 0       | Straight & Hillcrest      | 0 | 0       |
| Left Turn         | 0 | 0       | Curve & Level             | 0 | 0       |
| Sideswipe         | 0 | 0       | Curve & Grade             | 0 | 0       |
| Run Off Road      | 0 | 0       | Curve & Hillcrest         | 0 | 0       |
| Fixed Object      | 0 | 0       | Unknown                   | 0 | 0       |
| Pedestrian        | 0 | 0       | Total                     | 3 | 100.00% |
| Bicycle           | 0 | 0       |                           |   |         |
| Animal            | 1 | 33      |                           |   |         |
| Right Turn        | 0 | 0       |                           |   |         |
| Head On           | 0 | 0       |                           |   |         |
| Other             | 0 | 0       |                           |   |         |
| Total             | 3 | 100.00% |                           |   |         |
| Accident Severity |   |         | Roadway Surface Condition |   |         |
|                   | # | %       |                           | # | %       |
| Fatal             | 0 | 0       | Dry                       | 1 | 33      |
| Serious Injury    | 1 | 33      | Wet                       | 1 | 33      |
| Other Injury      | 0 | 0       | Muddy                     | 1 | 33      |
| Prop damage Only  | 2 | 67      | Snow/Ice                  | 0 | 0       |
| Unknown           | 0 | 0       | Slush                     | 0 | 0       |
| Total             | 3 | 100.00% | Unknown                   | 0 | 0       |
|                   |   |         | Total                     | 3 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |            |                                                                                     | ROUTE NO. or STREET NAME: 17M                      |        |    |    |                                                                                                                                         |     |                 |             | COUNTY: Orange        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |
|----------------------------------------------|----------|------------|-------------------------------------------------------------------------------------|----------------------------------------------------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|--|
| P.I.N..                                      |          |            |                                                                                     |                                                    |        |    |    |                                                                                                                                         |     |                 |             | MUNICIPALITY: Chester |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |
| INVENTORY NO.                                |          |            |                                                                                     | AT INTERSECTION WITH / OR BETWEEN: NY17 SB On-Ramp |        |    |    |                                                                                                                                         |     |                 |             | BY: LSC               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |
|                                              |          |            |                                                                                     |                                                    |        |    |    |                                                                                                                                         |     |                 |             | DATE: 4/15/22         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |
| NO. OF MONTHS 36                             |          |            | LIGHT CONDITIONS (LC)                                                               |                                                    |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |             |                       | ROADWAY SURFACE CONDITION (RSC)                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  | WEATHER (WEA)                                                                                                |  |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |            | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |                                                    |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             |                       | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other                                                                                                                                                                                                                                                                                                                                                                                              |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |  |
| NO                                           | CASE     | DATE       | TIME                                                                                | # OF VEH                                           | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE              | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |                                                                                                              |  |  |
| 1                                            | 37862419 | 4/24/2019  | 15:10                                                                               | 2                                                  | PDO    | 1  | 1  | 1                                                                                                                                       | 1   | 05, 09, YY, ZZ  | 17M83013124 | REAR END              | Vehicle 1(Dombrowski) stated he was stopped in the eastbound lane at the intersection of 17m and the 127 on ramp to 17east. waiting to turn left. Vehicle 2(Odell) traveling eastbound on 17m could not stop in time and struck the rear of vehicle 1 causing damage. Odell was cited for driving too closely.                                                                                                                                                    |  |  |                                                                                                              |  |  |
| 2                                            | 38681648 | 12/22/2020 | 16:55                                                                               | 1                                                  | PDO    | 5  | 1  | 1                                                                                                                                       | 2   | 61, YY          | 17M83013124 | DEER                  | V1 was traveling N/W on State Hwy 17M nearest the 127 on ramp. A deer entered the roadway and the operator struck the deer with the front of her vehicle. Deer fur observed on the vehicle.                                                                                                                                                                                                                                                                       |  |  |                                                                                                              |  |  |
| 3                                            | 39065664 | 10/16/2021 | 19:25                                                                               | 2                                                  | INJURY | 5  | 2  | 2                                                                                                                                       | 3   | 09, 19, YY      | 17M83013124 | REAR END              | V1 and V2 traveling east on State Hwy 17m when V1 slowed to make left turn onto the 127E on ramp. V2 failed to brake resulting in a rear end collision. The operators of both vehicles complained of minor injuries. V1 had pain/discomfort in her back and neck and the operator of V2 had wrist pain. An ambulance responded as a precaution and checked on both subjects. Both parties refused transport to the hospital and signed waivers for the ambulance. |  |  |                                                                                                              |  |  |

## Accident Summary Sheet

|                 |                                |         |         |
|-----------------|--------------------------------|---------|---------|
| Location:       | 17M & Lehigh Ave/Kings Highway | City:   | Chester |
| Period Covered: | 3/1/2019-2/28/2022             | County: | Orange  |
| Date:           | 4/15/2022                      |         |         |

| Time of Day |   |         | Weather                  |   |         |
|-------------|---|---------|--------------------------|---|---------|
|             |   | %       |                          | # | %       |
| 0600-1000   | 1 | 50      | Clear                    | 1 | 50      |
| 1000-1600   | 0 | 0       | Cloudy                   | 0 | 0       |
| 1600-1900   | 0 | 0       | Rain/Snow                | 1 | 50      |
| 1900-2400   | 1 | 50      | Sleet/Hall/Freezing Rain | 0 | 0       |
| 2400-0600   | 0 | 0       | Fog/Smog/Smoke           | 0 | 0       |
| Unknown     | 0 | 0       | Other/Unknown            | 0 | 0       |
| Total       | 2 | 100.00% | Total                    | 2 | 100.00% |

| Light Condition |   |         | Time of Year     |   |         |
|-----------------|---|---------|------------------|---|---------|
|                 | # | %       |                  | # | %       |
| Daylight        | 0 | 0       | Winter (Dec-Feb) | 1 | 50      |
| Dawn            | 0 | 0       | Spring (Mar-May) | 0 | 0       |
| Dusk            | 0 | 0       | Summer (Jun-Aug) | 1 | 50      |
| Dark Lighted    | 0 | 0       | Fall (Sep-Nov)   | 0 | 0       |
| Dark Unlighted  | 2 | 100     | Total            | 2 | 100.00% |
| Unknown         | 0 | 0       |                  |   |         |
| Total           | 2 | 100.00% |                  |   |         |

| Accident Type |   |         | Roadway Characteristics |   |         |
|---------------|---|---------|-------------------------|---|---------|
|               | # | %       |                         | # | %       |
| Overtaking    | 0 | 0       | Straight & Level        | 1 | 50      |
| Rear End      | 2 | 100     | Straight & Grade        | 1 | 50      |
| Right Angle   | 0 | 0       | Straight & Hillcrest    | 0 | 0       |
| Left Turn     | 0 | 0       | Curve & Level           | 0 | 0       |
| Sideswipe     | 0 | 0       | Curve & Grade           | 0 | 0       |
| Run Off Road  | 0 | 0       | Curve & Hillcrest       | 0 | 0       |
| Fixed Object  | 0 | 0       | Unknown                 | 0 | 0       |
| Pedestrian    | 0 | 0       | Total                   | 2 | 100.00% |
| Bicycle       | 0 | 0       |                         |   |         |
| Animal        | 0 | 0       |                         |   |         |
| Right Turn    | 0 | 0       |                         |   |         |
| Head On       | 0 | 0       |                         |   |         |
| Other         | 0 | 0       |                         |   |         |
| Total         | 2 | 100.00% |                         |   |         |

| Accident Severity |   |         | Roadway Surface Condition |   |         |
|-------------------|---|---------|---------------------------|---|---------|
|                   | # | %       |                           | # | %       |
| Fatal             | 0 | 0       | Dry                       | 1 | 50      |
| Serious Injury    | 1 | 50      | Wet                       | 0 | 0       |
| Other Injury      | 0 | 0       | Muddy                     | 1 | 50      |
| Prop damage Only  | 1 | 50      | Snow/Ice                  | 0 | 0       |
| Unknown           | 0 | 0       | Slush                     | 0 | 0       |
| Total             | 2 | 100.00% | Unknown                   | 0 | 0       |
|                   |   |         | Total                     | 2 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |            | ROUTE NO. or STREET NAME: 17M                                                       |          |        |    |    |                                                                                                                                         |     |                 |             |          | COUNTY : Orange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                                                                              |  |
|----------------------------------------------|----------|------------|-------------------------------------------------------------------------------------|----------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------|--|
| P.I.N..                                      |          |            | AT INTERSECTION WITH / OR BETWEEN: Lehigh Ave/Kings Highway                         |          |        |    |    |                                                                                                                                         |     |                 |             |          | MUNICIPALITY : Chester                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                                                              |  |
| INVENTORY NO.                                |          |            |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |          | BY: LSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                              |  |
|                                              |          |            |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |          | DATE: 4/15/2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                                                                              |  |
| NO. OF MONTHS 36                             |          |            | LIGHT CONDITIONS (LC)                                                               |          |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |             |          | ROADWAY SURFACE CONDITION (RSC)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | WEATHER (WEA)                                                                                                |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |            | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |          |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             |          | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |
| NO                                           | CASE     | DATE       | TIME                                                                                | # OF VEH | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |                                                                                                              |  |
| 1                                            | 38521875 | 8/1/2020   | 22:25                                                                               | 2        | INJURY | 5  | 2  | 1                                                                                                                                       | 1   | 09, YY          |             | REAR END | Driver of vehicle 1 states that he was slowing down at the intersection of Lehigh and Brookside Ave when he was struck in the rear by vehicle 2, causing two small indentations from V2s license plate onto V1s rear bumper. Driver of V2 states that V1 stopped suddenly and she did not have time to stop before bumping into the back of V1. V2 sustained no damage to the vehicle, only a slightly bent license plate. Passenger in V1 had recent previous back surgery that appeared to be agitated by the accident and was transported to Garnet Health Medical Center for evaluation. |  |                                                                                                              |  |
| 2                                            | 39162175 | 12/22/2021 | 06:09                                                                               | 2        | PDO    | 5  | 1  | 2                                                                                                                                       | 3   | 03, YY          | 17M83013113 | REAR END | OPV1 states he was stopped at the red traffic signal on 17M and attempted to back up subsequently striking V2. OPV2 states he was stopped at the red traffic signal on 17M when V1 began traveling in reverse subsequently striking V2.                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                              |  |

## Accident Summary Sheet

Location: NYS 17M & Summerville Wa  
 Period Covered: 3/01/2019-2/28/2022  
 Date: 4/13/2022

City: Chester  
 County: Orange

| Time of Day |    |    | Weather                |    |         |
|-------------|----|----|------------------------|----|---------|
|             | #  | %  |                        | #  | %       |
| 0600-1000   | 1  | 5  | Clear                  | 11 | 52      |
| 1000-1600   | 9  | 43 | Cloudy                 | 7  | 33      |
| 1600-1900   | 4  | 19 | Rain/Snow              | 2  | 10      |
| 1900-2400   | 5  | 24 | Sleet/Hall/Freezing RO | 0  | 0       |
| 2400-0600   | 2  | 10 | Fog/Smog/Smoke         | 0  | 0       |
| Unknown     | 0  | 0  | Other/Unknown          | 1  | 5       |
| Total       | 21 | 5  | Total                  | 21 | 100.00% |

| Light Condition |    |         | Time of Year     |    |         |
|-----------------|----|---------|------------------|----|---------|
|                 | #  | %       |                  | #  | %       |
| Daylight        | 11 | 52      | Winter (Dec-Feb) | 6  | 29      |
| Dawn            | 1  | 5       | Spring (Mar-May) | 2  | 10      |
| Dusk            | 0  | 0       | Summer (Jun-Aug) | 5  | 24      |
| Dark Lighted    | 8  | 38      | Fall (Sep-Nov)   | 8  | 38      |
| Dark Unlighted  | 0  | 0       | Total            | 21 | 100.00% |
| Unknown         | 1  | 5       |                  |    |         |
| Total           | 21 | 100.00% |                  |    |         |

| Accident Type |    |         | Roadway Characteristics |    |         |
|---------------|----|---------|-------------------------|----|---------|
|               | #  | %       |                         | #  | %       |
| Overtaking    | 2  | 10      | Straight & Level        | 14 | 67      |
| Rear End      | 8  | 38      | Straight & Grade        | 6  | 29      |
| Right Angle   | 3  | 14      | Straight & Hillcrest    | 0  | 0       |
| Left Turn     | 4  | 19      | Curve & Level           | 0  | 0       |
| Sideswipe     | 1  | 5       | Curve & Grade           | 0  | 0       |
| Run Off Road  | 0  | 0       | Curve & Hillcrest       | 0  | 0       |
| Fixed Object  | 0  | 0       | Unknown                 | 1  | 5       |
| Pedestrian    | 0  | 0       | Total                   | 21 | 100.00% |
| Bicycle       | 0  | 0       |                         |    |         |
| Animal        | 0  | 0       |                         |    |         |
| Right Turn    | 1  | 5       |                         |    |         |
| Head On       | 1  | 5       |                         |    |         |
| Other         | 1  | 5       |                         |    |         |
| Total         | 21 | 100.00% |                         |    |         |

| Accident Severity |    |         | Roadway Surface Cond |    |         |
|-------------------|----|---------|----------------------|----|---------|
|                   | #  | %       |                      | #  | %       |
| Fatal             | 0  | 0       | Dry                  | 14 | 67      |
| Serious Injury    | 4  | 19      | Wet                  | 4  | 19      |
| Other Injury      | 3  | 14      | Muddy                | 0  | 0       |
| Prop damage Only  | 14 | 67      | Snow/Ice             | 1  | 5       |
| Unknown           | 0  | 0       | Slush                | 0  | 0       |
| Total             | 21 | 100.00% | Unknown              | 2  | 10      |
|                   |    |         | Total                | 21 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

| STUDY NO. 120-269                            |          |           | ROUTE NO. or STREET NAME: NYS 17M                                                   |          |        |    |    |                                                                                                                                         |     |                 |             |                               | COUNTY: Orange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                              |  |
|----------------------------------------------|----------|-----------|-------------------------------------------------------------------------------------|----------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------|--|
| P.I.N..                                      |          |           | AT INTERSECTION WITH / OR BETWEEN: NYS94/Summerville Way/Academy Ave                |          |        |    |    |                                                                                                                                         |     |                 |             |                               | MUNICIPALITY: Chester                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                                                                                              |  |
| INVENTORY NO.                                |          |           |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |                               | BY: LSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                                                                                              |  |
| DATE: 4/13/22                                |          |           |                                                                                     |          |        |    |    |                                                                                                                                         |     |                 |             |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                                                                                              |  |
| NO. OF MONTHS 36                             |          |           | LIGHT CONDITIONS (LC)                                                               |          |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |             |                               | ROADWAY SURFACE CONDITION (RSC)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  | WEATHER (WEA)                                                                                                |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |           | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |          |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             |                               | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |
| NO                                           | CASE     | DATE      | TIME                                                                                | # OF VEH | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                      | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                              |  |
| 1                                            | 38588931 | 10/8/2020 | 19:50                                                                               | 2        | PDO    | 4  | 1  | 1                                                                                                                                       | 1   | 17, YY          | 17M83013107 | LEFT TURN (AGAINST OTHER CAR) | Driver of vehicle 1 states she was in the center lane on Summerville Way and saw the green light to go straight and made a left turn onto Brookside Ave and she did not see vehicle 2 when she struck V2 with V1s front passenger side bumper/head lamp. Driver of V2 states that he was on Academy Ave and had the green light so was making the right turn onto Brookside Ave when V1 came out of nowhere and struck him in the driver side front side scratching to the driver side rear door. Witness states that he observed V1 make a left turn from the center lane on Summerville Way, when the light was green to go straight but there was a no left turn red arrow, and he observed both vehicles making the turns as stated above. |  |                                                                                                              |  |
| 2                                            | 38080568 | 9/12/2019 | 12:00                                                                               | 3        | PDO    | 1  | 2  | 1                                                                                                                                       | 1   | 05, 09, YY      | 17M83013107 | OTHER                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                                                                                              |  |
| 3                                            | 38291980 | 1/20/2020 | 13:41                                                                               | 2        | INJURY | 1  | 1  | 1                                                                                                                                       | 2   | 04, YY          | 17M83013107 | REAR END                      | Operator of V1 stated that she was stopped at the red light on Brookside Ave(SR17M), awaiting to turn left onto Academy Ave(SR94) when V2 struck the rear of V1. Operator of V2 stated that she was traveling behind V1 and did not realize that the light was red or that V1 was stopped and V2 struck the rear of V1. Operator of V1 advised that she felt slightly dizzy from the impact. Operator of V2 did not complain of any pain. EMS responded and checked both operators. Both operators refused medical treatment.                                                                                                                                                                                                                  |  |                                                                                                              |  |
| 4                                            | 37919543 | 5/24/2019 | 17:30                                                                               | 2        | PDO    | Z  | Z  | Z                                                                                                                                       | Z   | XX              | 94 83011148 | UNKNOWN                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                                                                                              |  |
| 5                                            | 38707383 | 12/8/2020 | 13:20                                                                               | 2        | NR     | 1  | 1  | 1                                                                                                                                       | 1   | 03, YY          | 17M83013107 | REAR END                      | Operator of V1 advised that she was leaving the parking lot of the CVS, in a northerly direction, when V2 backed out of a parking space and struck the plastic grille on the front of V1 with the rear bumper area of V2. V2 proceeded to leave the scene of the auto accident. The operator of V1 advised that V2 was described as a Dark colored SUV, bearing an unknown registration. Operator of V1 advised that she was uninjured. V1 was operated from the scene.                                                                                                                                                                                                                                                                        |  |                                                                                                              |  |

| NO | CASE     | DATE       | TIME  | # OF VEH | SEV    | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                      | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----|----------|------------|-------|----------|--------|----|----|-----|-----|-----------------|-------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6  | 38614571 | 10/22/2020 | 14:40 | 2        | PDO    | 1  | 1  | 1   | 1   | 09, YY          | 94 83011148 | REAR END                      | Operator of V1 stated that he was stopped in traffic due to a red light on Academy Ave. The light turned green and he went forward, when he got onto Summerville Way operator of V2 came out of her vehicle and stated that he had hit her vehicle, he didn't know he hit her. Operator of V2 stated that she was stopped in traffic at a red light on Academy Ave, when the light turned green the vehicle in front of her did not move straight away, so she couldn't move. That is when V1 struck her vehicle in the back bumper and trunk. Operator of V2 then moved forward and the operator of V1 struck her two more times in the same spot. When operator of V2 was stopped in traffic on Summerville Way she got out of her vehicle and told operator of V1 that he had struck her 3 times, he stated he did not know. V1 sustained no damage to its front bumper. V2 sustain damage to its trunk. No injures reported and no vehicles towed. |
| 7  | 38596807 | 10/14/2020 | 15:05 | 2        | INJURY | 1  | 1  | 1   | 1   | 09, YY          |             | REAR END                      | V1 was slowing to make a right hand turn into the Shell parking lot, when V2 to struck V1 in the middle rear bumper area with the right headlight/ bumper area of V2 causing damage to both vehicles. V2 was towed from the scene by Freemans Towing. The operator of V1 advised that she was experiencing mild neck pain but did not require EMS. V1 was operated from the scene. The operator of V2 reported no injuries.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8  | 39120564 | 11/23/2021 | 19:07 | 2        | INJURY | 4  | 2  | 1   | 2   | 05, 07, YY      | 17M83013107 | LEFT TURN (AGAINST OTHER CAR) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9  | 38944275 | 7/16/2021  | 17:40 | 2        | PDO    | 1  | 2  | 2   | 3   | 66, YY          | 94 83011148 | REAR END                      | Driver of V1 states that she was approaching the light on Summerville Way (SR94), intersection Brookside Ave, when the light turned yellow she applied her brakes and came to a stop, and was then struck in the rear by V2. Driver of V2 states that he was behind V1 and believed V1 was going to go through the yellow light when V1 came to a stop he applied his brakes but due to the wet pavement slid into V1.V1 sustained minor damage on the rear bumper, and a cracked passenger side brake lamp cover.V2 sustained a minor bend in the center of his hood, as well as a cracked driver side head lamp.                                                                                                                                                                                                                                                                                                                                     |
| 10 | 38520947 | 8/17/2020  | 13:50 | 2        | PDO    | 1  | 1  | 1   | 2   | 09, YY          | 94 83011148 | REAR END                      | Operator of vehicle #1, Doty, states that she was stopped in traffic for the red traffic signal on Route 94, at Brookside Avenue, when she was suddenly struck from behind vehicle #2. Doty states that operator vehicle #2 apologized to her and asked her to pull in to the Mcdonalds parking lot so that they could exchange information. Doty states that when she pulled in to the Mcdonalds parking lot, vehicle #2 kept going and she then lost sight of vehicle #2. No injuries reported. Vehicle operated from location.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 11 | 38680829 | 12/14/2020 | 18:23 | 2        | PDO    | 4  | 1  | 2   | 2   | 07, YY          | 17M83013107 | LEFT TURN (AGAINST OTHER CAR) | Vehicle 2 was traveling east on Brookside Ave through the intersection and was struck in the front of the vehicle causing damage. Vehicle 1 was traveling North turning a left onto Academy Ave from Brookside and failed to yield the right of way. Vehicle 1 has damage to the rear right panel and tire.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| NO | CASE     | DATE      | TIME  | # OF VEH | SEV | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                       | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----|----------|-----------|-------|----------|-----|----|----|-----|-----|-----------------|-------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12 | 38945406 | 7/25/2021 | 22:30 | 2        | PDO | 4  | 1  | 2   | 3   | 66, 69          | 17M83013107 | OVERTAKING                     | BOTH V#1 AND V#2 WERE BOTH STOPPING AT THE RED LIGHT ON BROOKSIDE AVE AT THE SAME TIME. DUE TO HEAVY RAIN AND SLIPPERY PAVEMENT BOTH VEHICLES SIDE SWIPED EACH OTHER AT THE LIGHT. V#1 SUSTAINED HEAVY DAMAGE TO THE PASSENGER SIDE DOOR, AND V#2 (TOW TRUCK) DID NOT SUSTAIN ANY DAMAGE. BOTH VEHICLES DRIVEN FROM THE SCENE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13 | 38981948 | 8/14/2021 | 16:05 | 2        | PDO | 1  | 1  | 1   | 1   | 07, 20, YY      | 17M83013107 | RIGHT ANGLE                    | The operator of V1 states he was leaving McDonalds parking lot in a northerly direction and stopped in between two vehicles in the center lane due to traffic. The operator of V1 further advised that he honked his horn and proceeded to the third lane towards the Shell parking lot. At this time V2 was traveling in a westerly direction and struck the passenger side front bumper area of V1 with the driver side front bumper area of V2. The operator of V2 states that she was traveling in a westerly direction on Brookside Ave when V1 pulled out in front of her vehicle. V1 was towed by freeman&apos;s. V2 was operated from the scene. No reported injuries on scene.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 14 | 38565794 | 8/29/2020 | 14:10 | 2        | NR  | 1  | 1  | 1   | 1   | 07, YY          |             | LEFT TURN (AGAINST OTHER CAR)  | V1 was on Academy Ave, traveling in a Southerly direction. V1 was approaching the stop light in the left hand turning lane when V1 was struck by V2 in the left front headlight area of V1. Operator of V1 advised that the operator of V2 left the scene on an Orange and White colored motorcycle, traveling in a southerly direction from Academy Ave and onto Summerville Way. No injuries at the location. V1 operated from the scene.<br>The operator of V2 was later identified via video footage from the shell gas station. The operator of V2 returned to the same gas station wearing the same clothing, and operating the same motorcycle. V2&apos;s registration did not come back to the same motorcycle and the operator of V2 did flee from law enforcement on the motorcycle prior to Officer&apos;s being able to obtain the VIN # of V2. The operator of V2 was later apprehended by Police and cited for the above mentioned vehicle and traffic law infractions. Police were unable to locate or identify V2. Tickets Issued: Driver of vehicle number (2) tickets: Ticket Number: STA2C8XZDD Violation: 6001A Ticket Number: STA2C8XZZW Violation: 5112A2 Ticket Number: STA2C8Z02G Violation: 5091 Ticket Number: STA2C8Z03R Violation: 4101 Ticket Number: STA2C8Z05K Violation: 1143; |
| 15 | 39102213 | 11/7/2021 | 01:00 | 1        | PDO | 4  | 2  | Z   | 1   | XX              | 94 83011148 | OTHER BARRIER                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 16 | 38106702 | 9/27/2019 | 00:00 | 2        | PDO | 4  | 2  | 1   | 1   | 07, YY          | 17M83013107 | RIGHT TURN (AGAINST OTHER CAR) | The accident occurred in a police vehicle owned/operated by the Village of Chester Police while responding to an emergency. V-1 traveling west, approaches an intersection with a red traffic signal. V-2 is traveling northwest and enters the intersection. V-1 slows to make a right turn and collides with V-2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| NO | CASE     | DATE       | TIME  | # OF VEH | SEV    | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE    | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----|----------|------------|-------|----------|--------|----|----|-----|-----|-----------------|-------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 17 | 38680834 | 11/19/2020 | 19:20 | 2        | PDO    | 4  | 1  | 1   | 1   | 07, YY          | 17M83013107 | RIGHT ANGLE | V1 traveling NE on Brookside Ave, making a left turn on to Academy Ave, failed to yield to V2 traveling westbound on Brookside Ave. V1 collided into V2 causing damage. V1 sustained driver side front damage and V2 sustained driver side front quarter panel and front driver side wheel damage. Passenger of V2 sustained minor injuries but refused medical attention. No vehicles towed from scene.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 18 | 38335137 | 2/9/2020   | 07:00 | 2        | INJURY | 2  | 2  | 4   | 2   | 17, YY          | 17M83013107 | RIGHT ANGLE | Driver of vehicle 1 states that she was driving Eastbound on Brookside Ave and came up to the light at Academy Ave, which had a red light and green right turn arrow, the light then turned green for her to go straight. When V1 entered the intersection she was struck in the driver side front by vehicle 2 which driver of V1 states came from the opposite side of the light and made a left turn. Driver of V1 stated she was not injured, but felt sore in her chest area. Driver of v2 appeared to be disoriented, possibly in shock, stating that she had the green light to go and she made the left turn to go to Summerville Way. Driver states her wrists hurt from the airbag deployment, and was experiencing pain in her right hip. P/O Guarneiri did view video from the Mobil Gas Station, which shows the intersection, and shows that V1 had a green light to go straight Eastbound, which would mean that V2 would have red arrows at the time of accident, which occurred at exactly 0700 camera time. |
| 19 | 38769489 | 2/23/2021  | 15:43 | 2        | NR     | 1  | 1  | 2   | 2   | 13, YY          | 17M83013107 | OVERTAKING  | Driver of V1 stated that both vehicles were traveling West Bound on Brookside Avenue, when they were both at the intersection to make a left Southbound on to Summerville Way, when they both collided with each other causing damage to V1's driver side mirror, and V2 sustained minor damage to the passenger side mirror. V2 was on the farthest left lane to turn left, and V1 was on the right lane beside V2 to turn left. * Driver of V2 confirmed the telling of the incident.*                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 20 | 38310660 | 1/17/2020  | 20:04 | 2        | PDO    | 4  | 1  | 1   | 1   | 09, YY          | 94 83011148 | REAR END    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 21 | 38450835 | 5/19/2020  | 12:43 | 2        | PDO    | 1  | 1  | 1   | 2   | 04, YY          |             | REAR END    | Operator of V2 states that he was stopped at the red light on Academy Ave when V1 struck the rear of V2. Operator of V2 states that he observed Operator of V1's head down, and believed that the operator may have been on the cell phone. Operator of V2 states that he was traveling South on Academy Ave(SR94) and was distracted due to personal reasons and thought that the light was green and that V2 was moving. Operator of V1 denied being on his cell phone. No reported injuries at the time of the incident.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

## Accident Summary Sheet

|                 |                                   |         |         |
|-----------------|-----------------------------------|---------|---------|
| Location:       | NY Rt. 94 & Rt. 17M N/bound Off/c | City:   | Chester |
| Period Covered: | 3/01/2019-2/28/2022               | County: | Orange  |
| Date:           | 4/20/2022                         |         |         |

|             |   |         |                          |   |         |
|-------------|---|---------|--------------------------|---|---------|
| Time of Day |   |         | Weather                  |   |         |
|             | # | %       |                          | # | %       |
| 0600-1000   | 1 | 14      | Clear                    | 5 | 71      |
| 1000-1600   | 3 | 43      | Cloudy                   | 2 | 29      |
| 1600-1900   | 2 | 29      | Rain/Snow                | 0 | 0       |
| 1900-2400   | 1 | 14      | Sleet/Hall/Freezing Rain | 0 | 0       |
| 2400-0600   | 0 | 0       | Fog/Smog/Smoke           | 0 | 0       |
| Unknown     | 0 | 0       | Other/Unknown            | 0 | 0       |
| Total       | 7 | 100.00% | Total                    | 7 | 100.00% |

|                 |   |         |                  |   |         |
|-----------------|---|---------|------------------|---|---------|
| Light Condition |   |         | Time of Year     |   |         |
|                 | # | %       |                  | # | %       |
| Daylight        | 5 | 71      | Winter (Dec-Feb) | 1 | 14      |
| Dawn            | 0 | 0       | Spring (Mar-May) | 2 | 29      |
| Dusk            | 1 | 14      | Summer (Jun-Aug) | 2 | 29      |
| Dark Lighted    | 1 | 14      | Fall (Sep-Nov)   | 2 | 29      |
| Dark Unlighted  | 0 | 0       | Total            | 7 | 100.00% |
| Unknown         | 0 | 0       |                  |   |         |
| Total           | 7 | 100.00% |                  |   |         |

|               |   |         |                         |   |         |
|---------------|---|---------|-------------------------|---|---------|
| Accident Type |   |         | Roadway Characteristics |   |         |
|               | # | %       |                         | # | %       |
| Overtaking    | 0 | 0       | Straight & Level        | 3 | 43      |
| Rear End      | 3 | 43      | Straight & Grade        | 4 | 57      |
| Right Angle   | 2 | 29      | Straight & Hillcrest    | 0 | 0       |
| Left Turn     | 2 | 29      | Curve & Level           | 0 | 0       |
| Sideswipe     | 0 | 0       | Curve & Grade           | 0 | 0       |
| Run Off Road  | 0 | 0       | Curve & Hillcrest       | 0 | 0       |
| Fixed Object  | 0 | 0       | Unknown                 | 0 | 0       |
| Pedestrian    | 0 | 0       | Total                   | 7 | 100.00% |
| Bicycle       | 0 | 0       |                         |   |         |
| Animal        | 0 | 0       |                         |   |         |
| Right Turn    | 0 | 0       |                         |   |         |
| Head On       | 0 | 0       |                         |   |         |
| Other         | 0 | 0       |                         |   |         |
| Total         | 7 | 100.00% |                         |   |         |

|                   |   |         |                           |   |         |
|-------------------|---|---------|---------------------------|---|---------|
| Accident Severity |   |         | Roadway Surface Condition |   |         |
|                   | # | %       |                           | # | %       |
| Fatal             | 0 | 0       | Dry                       | 5 | 71      |
| Serious Injury    | 1 | 14      | Wet                       | 2 | 29      |
| Other Injury      | 1 | 14      | Muddy                     | 0 | 0       |
| Prop damage Only  | 5 | 71      | Snow/Ice                  | 0 | 0       |
| Unknown           | 0 | 0       | Slush                     | 0 | 0       |
| Total             | 7 | 100.00% | Unknown                   | 0 | 0       |
|                   |   |         | Total                     | 7 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

| STUDY NO. 120-269                             |          |           |       | ROUTE NO. or STREET NAME: NYS Route 94 & 17                                         |     |    |    |                                                                                                                                         |     |                 |             | COUNTY: Orange<br>MUNICIPALITY: Chester<br>BY: LSC<br>DATE: 4/20/22  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |                                                                                                              |  |  |  |               |  |  |  |
|-----------------------------------------------|----------|-----------|-------|-------------------------------------------------------------------------------------|-----|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|--|--|---------------|--|--|--|
| P.I.N..                                       |          |           |       | AT INTERSECTION WITH / OR BETWEEN: Exit 126 Northbound Off/On-Ramp                  |     |    |    |                                                                                                                                         |     |                 |             |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |                                                                                                              |  |  |  |               |  |  |  |
| INVENTORY NO.                                 |          |           |       | NO. OF MONTHS 36                                                                    |     |    |    | LIGHT CONDITIONS (LC)                                                                                                                   |     |                 |             | ROADWAY CHARACTER (RC)                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  | ROADWAY SURFACE CONDITION (RSC)                                                                              |  |  |  | WEATHER (WEA) |  |  |  |
| Begin Date: 03/01/2019<br>End Date: 2/28/2022 |          |           |       | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |     |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |  |  |               |  |  |  |
| NO                                            | CASE     | DATE      | TIME  | # OF VEH                                                                            | SEV | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                                                             | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 1                                             | 38922192 | 7/6/2021  | 14:40 | 2                                                                                   | PDO | 1  | 2  | 1                                                                                                                                       | 1   | 09, YY          |             | REAR END                                                             | Operator of V2 states he is stopped at a red light at the intersection of State Route 17 west exit 126 off ramp and Summerville Way. Operator of V1 states he is slowing down to stop for the red light, is unable to brake in time and rear ends V2. V2 is out of state NJ Farmers Insurance Policy #193207770                                                                                                                                                                                                                                                                                                  |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 2                                             | 38473926 | 5/24/2020 | 16:20 | 2                                                                                   | PDO | 1  | 1  | 1                                                                                                                                       | 1   | 17, 26, YY      | 94 83011146 | LEFT TURN<br>(AGAINST<br>OTHER CAR)                                  | Operator of V1 advised that she was making the left turn on a green light when she was struck by V2. The operator of V2 advised that he had gone through the red light while traveling in Northerly direction on Summerville Way in an effort to avoid being struck by a Black SUV on the driver's side of V2. The Black SUV was not on scene when units arrived. Both vehicles were towed from the scene due to damage to V1's Driver side rear wheel and damage to V2's Driver side front wheel. EMS responded to the scene. Both parties refused Medical Attention. No injuries sustained by either operator. |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 3                                             | 38267329 | 1/7/2020  | 16:24 | 2                                                                                   | PDO | 3  | 1  | 1                                                                                                                                       | 1   | 07, 17, YY      | 94 83011146 | RIGHT ANGLE                                                          | OP OF V-2 INITIATING LEFT TURN FROM EXIT 126 OFF RAMP ONTO STATE RT 94 T/CHESTER. OP OF V-1 TRAVELING S/BOUND ON STATE RT 94 DISREGARDS TRAFFIC CONTROL DEVICE SUBSEQUENTLY STRIKING V-2 AT A RIGHT ANGLE. NO INJURIES TO REPORT, NO TOW NEEDED.                                                                                                                                                                                                                                                                                                                                                                 |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 4                                             | 38860519 | 5/19/2021 | 09:00 | 2                                                                                   | NR  | 1  | 2  | 1                                                                                                                                       | 1   | 09, YY          | 94 83011146 | REAR END                                                             | V1 behind V2 in turning lane, North in traffic at light on State Route 94. Op V1 states that her foot came off the brake and her vehicle rolled into V2. V2 states he was waiting to turn onto State Route 17 West ramp when his vehicle was struck.                                                                                                                                                                                                                                                                                                                                                             |  |  |                                                                                                              |  |  |  |               |  |  |  |

| NO | CASE     | DATE       | TIME  | # OF<br>VEH | SEV    | LC | RC | RSC | WEA | CONTRIB<br>FACTORS | REF<br>MKR  | ACC TYPE                            | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----|----------|------------|-------|-------------|--------|----|----|-----|-----|--------------------|-------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5  | 39075013 | 10/18/2021 | 15:37 | 2           | PDO    | 1  | 2  | 1   | 1   | 04, 07, YY         | 94 83011146 | LEFT TURN<br>(AGAINST<br>OTHER CAR) | Operator of V1 was in the left turning lane on Summerville way, while having a steady green light he made the left onto S/R 17 West on ramp. As he was turning V2 was traveling West on Summerville Way had a steady green light and going straight when V1 and V2 collided into each other. Operator of V1 stated someone honked at him, he got distracted and that's why he didn't see V2 going straight. V1 sustained damage to its passenger rear quarter panel when it collided with V2, as well as, damage to its driver side rear bumper and driver side taillight, from striking the guardrail. V2 sustained damage to its center and passenger side front bumper. No injuries reported on scene. V2 was towed by Pat's towing to Pat's towing yard. V1 was towed by Pat's towing to operator of V1's residence. |
| 6  | 38204523 | 11/28/2019 | 13:47 | 2           | PDO    | 1  | 2  | 1   | 2   | 02, 09, YY         | 94 83011146 | REAR END                            | V2 comes to a stop on State Route 17W off ramp at red light. V1 following to closely rear ends V2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7  | 38922569 | 6/19/2021  | 23:20 | 2           | INJURY | 4  | 1  | 2   | 2   | 17, YY             | 94 83011146 | RIGHT ANGLE                         | Driver of V1 advised she was going straight through a green light and V2 pulled out in front of her. Driver of V2 advised he had the green light and V1 struck his vehicle. Driver of vehicle 2 was transported to hospital with chest pain.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

## Accident Summary Sheet

Location: NY Rt. 94 & Rt. 17M S/bound Off/C      City: Chester  
 Period Covered: 2/28/2019-2/28/2022      County: Orange  
 Date: 4/20/2022

|                   |   |         |                           |   |         |
|-------------------|---|---------|---------------------------|---|---------|
| Time of Day       |   |         | Weather                   |   |         |
|                   |   | %       |                           | # | %       |
| 0600-1000         | 3 | 43      | Clear                     | 6 | 86      |
| 1000-1600         | 1 | 14      | Cloudy                    | 1 | 14      |
| 1600-1900         | 2 | 29      | Rain/Snow                 | 0 | 0       |
| 1900-2400         | 1 | 14      | Sleet/Hall/Freezing Rain  | 0 | 0       |
| 2400-0600         | 0 | 0       | Fog/Smog/Smoke            | 0 | 0       |
| Unknown           | 0 | 0       | Other/Unknown             | 0 | 0       |
| Total             | 7 | 100.00% | Total                     | 7 | 100.00% |
| Light Condition   |   |         | Time of Year              |   |         |
|                   | # | %       |                           | # | %       |
| Daylight          | 5 | 71      | Winter (Dec-Feb)          | 0 | 0       |
| Dawn              | 0 | 0       | Spring (Mar-May)          | 2 | 29      |
| Dusk              | 0 | 0       | Summer (Jun-Aug)          | 3 | 43      |
| Dark Lighted      | 2 | 29      | Fall (Sep-Nov)            | 2 | 29      |
| Dark Unlighted    | 0 | 0       | Total                     | 7 | 100.00% |
| Unknown           | 0 | 0       |                           |   |         |
| Total             | 7 | 100.00% |                           |   |         |
| Accident Type     |   |         | Roadway Characteristics   |   |         |
|                   | # | %       |                           | # | %       |
| Overtaking        | 0 | 0       | Straight & Level          | 4 | 57      |
| Rear End          | 2 | 29      | Straight & Grade          | 2 | 29      |
| Right Angle       | 0 | 0       | Straight & Hillcrest      | 1 | 14      |
| Left Turn         | 3 | 43      | Curve & Level             | 0 | 0       |
| Sideswipe         | 1 | 14      | Curve & Grade             | 0 | 0       |
| Run Off Road      | 0 | 0       | Curve & Hillcrest         | 0 | 0       |
| Fixed Object      | 0 | 0       | Unknown                   | 0 | 0       |
| Pedestrian        | 0 | 0       | Total                     | 7 | 100.00% |
| Bicycle           | 0 | 0       |                           |   |         |
| Animal            | 0 | 0       |                           |   |         |
| Right Turn        | 0 | 0       |                           |   |         |
| Head On           | 0 | 0       |                           |   |         |
| Other             | 1 | 14      |                           |   |         |
| Total             | 7 | 100.00% |                           |   |         |
| Accident Severity |   |         | Roadway Surface Condition |   |         |
|                   | # | %       |                           | # | %       |
| Fatal             | 0 | 0       | Dry                       | 7 | 100     |
| Serious Injury    | 3 | 43      | Wet                       | 0 | 0       |
| Other Injury      | 0 | 0       | Muddy                     | 0 | 0       |
| Prop damage Only  | 4 | 57      | Snow/Ice                  | 0 | 0       |
| Unknown           | 0 | 0       | Slush                     | 0 | 0       |
| Total             | 7 | 100.00% | Unknown                   | 0 | 0       |
|                   |   |         | Total                     | 7 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |           |       | ROUTE NO. or STREET NAME: NYS Route 94 & 17                                         |        |    |    |                                                                                                                                         |     |                 |             | COUNTY: Orange<br>MUNICIPALITY: Chester                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |                                                                                                              |  |  |  |               |  |  |  |
|----------------------------------------------|----------|-----------|-------|-------------------------------------------------------------------------------------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|--|--|---------------|--|--|--|
| P.I.N..                                      |          |           |       | AT INTERSECTION WITH / OR BETWEEN: Exit 126 Southbound Off/on-Ramp                  |        |    |    |                                                                                                                                         |     |                 |             | BY: LSC<br>DATE: 4/20/22                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |                                                                                                              |  |  |  |               |  |  |  |
| INVENTORY NO.                                |          |           |       | NO. OF MONTHS: 36                                                                   |        |    |    | LIGHT CONDITIONS (LC)                                                                                                                   |     |                 |             | ROADWAY CHARACTER (RC)                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  | ROADWAY SURFACE CONDITION (RSC)                                                                              |  |  |  | WEATHER (WEA) |  |  |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |           |       | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |  |  |               |  |  |  |
| NO                                           | CASE     | DATE      | TIME  | # OF VEH                                                                            | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                                                             | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 1                                            | 38407247 | 4/17/2020 | 06:40 | 2                                                                                   | PDO    | 1  | 2  | 1                                                                                                                                       | 1   | 04, YY          |             | OTHER                                                                | Operator of V1 bearing NY reg 6HF319 was stopped at the red light on State Route 17 Exit 126 East off ramp and released the brake getting ready to move forward, when his vehicle rolled back and struck V2 in its front bumper. V2 operator bearing NY Reg EUR8231 stated she was stopped in traffic at the red light on State Route 17 Exit 126 East off ramp when V1 rolled back and struck the front bumper of V2. No injuries reported, no vehicles towed.                                                                                                                                        |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 2                                            | 38534748 | 8/18/2020 | 06:30 | 2                                                                                   | INJURY | 1  | 1  | 1                                                                                                                                       | 1   | 07, YY          | 94 83011146 | LEFT TURN (AGAINST OTHER CAR)                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 3                                            | 38539923 | 8/18/2020 | 06:35 | 2                                                                                   | PDO    | 1  | 1  | 1                                                                                                                                       | 1   | 05, 64, YY      |             | SIDESWIPE                                                            | V1 was making a left hand turn in a northerly direction from Exit 126 East Off Ramp onto Summerville Way. V1 trailer side swiped TC645 in the left front wheel well area with the left rear wheel area of V1's Enclosed Trailer, while avoiding another two car PDAA in which New York State Police was handling on SR 94. Trailer Registration NY BT87370. TC 645 was parked facing a southerly direction, completely in the left hand turn lane, at the accident scene with all emergency lights activated and displayed. No injuries as a result of the MVA. Both vehicles operated from the scene. |  |  |                                                                                                              |  |  |  |               |  |  |  |
| 4                                            | 38059294 | 9/2/2019  | 14:35 | 2                                                                                   | PDO    | 1  | 2  | 1                                                                                                                                       | 2   | 09, YY          |             | REAR END                                                             | V1 and V2 East on SR 17 Exit 126 off ramp in the Town of Chester. V2 stopped at red light, V1 following too closely strikes V2. V1 self Insurer P.V. Holding Corp.                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |               |  |  |  |

| NO | CASE     | DATE       | TIME  | # OF<br>VEH | SEV    | LC | RC | RSC | WEA | CONTRIB<br>FACTORS | REF<br>MKR  | ACC TYPE                            | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----|----------|------------|-------|-------------|--------|----|----|-----|-----|--------------------|-------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5  | 38955308 | 7/28/2021  | 17:12 | 2           | INJURY | 1  | 1  | 1   | 1   | 04, YY             | 94 83011146 | REAR END                            | Driver of vehicle 1 states that he was facing Northbound waiting at the green light on Summerville way at the intersection of 126 East Bound on ramp due to heavy traffic, he was not able to cross the intersection, when he was struck in the rear by driver of vehicle 2. Driver of vehicle 2 states that he was traveling Northbound on Summerville Way (SR 94) and saw the traffic light at the intersection of the 126 East Bound on ramp was green but did not realize driver of vehicle 1 was stopped due to traffic and struck the back of vehicle 1. Vehicle 1 sustained heavy damage to the rear bumper and trunk. Vehicle 2 sustained dents to the front bumper and the license plate bracket fell off.                                                                                                                                                                                                                                                                                                                            |
| 6  | 39116553 | 11/16/2021 | 17:39 | 2           | INJURY | 4  | 3  | 1   | 1   | 17, YY             |             | LEFT TURN<br>(AGAINST<br>OTHER CAR) | Operator of V1 stated that she was going West on Summerville Way and V1 and V2 collided. Operator of V1 stated that she couldn't remember what color light she had. Operator of V2 stated that he was stopped at the red light on the S/R 17 exit 126 East off ramp. When the light turned green he attempted to make a left turn onto Summerville Way, that's when V1 and V2 collided. Operator of V2 stated that when both vehicles collided V1 continued to travel causing damage to the rear passenger quarter panel Operator of V1 complained of chest pain from the seat belt and airbag. She also had swelling on her left leg and calf . Operator of V2 complained of left shoulder and head pain. Passenger of V2, Linda Byrne, complained of chest pain. All subjects were evaluated by EMS 279, all RMA's; V1 sustained major damage to its front bumper and rear passenger quarter panel. Driver steering wheel airbag deployed. V2 sustained major damage to its driver side front bumper. Both vehicles towed by Freeman's Auto. |
| 7  | 38840758 | 4/27/2021  | 20:12 | 2           | PDO    | 4  | 1  | 1   | 1   | 07, YY             | 94 83011146 | LEFT TURN<br>(AGAINST<br>OTHER CAR) | Operator of V1 stated that he was in the left turn only lane on Summerville Way. He had a steady green light; he noticed a V2 going straight on Summerville Way and did not think that they were that close. As he was turning left on to S/R 17 Exit 126 East on ramp he stated that he was already 3/4 into the turn and V2 sped up and struck his vehicle. Operator of V2 stated that she was going straight on Summerville Way and saw V1 starting to turn. Then she noticed that the nose of the vehicle went down as if they were braking, then still make the left turn. Operator of V2 stated that they could not brake in time, and struck V1. V1 passenger side airbags deployed, and sustained major damage to the entire passenger side of the vehicle. V2 sustained major damage to its front bumper on the passenger side and front passenger quarter panel. EMS on scene and evaluated everyone on scene. All RMA's; Both vehicles towed by Freeman's towing.                                                                   |

## Accident Summary Sheet

Location: NYS 17 & Museum Village Road  
 Period Covered: 3/1/2019-2/28/2022  
 Date: 4/14/2022

City: Blooming Grove  
 County: Orange

|                   |    |         |                           |    |         |
|-------------------|----|---------|---------------------------|----|---------|
| Time of Day       |    |         | Weather                   |    |         |
|                   | #  | %       |                           | #  | %       |
| 0600-1000         | 4  | 33      | Clear                     | 6  | 50      |
| 1000-1600         | 3  | 25      | Cloudy                    | 2  | 17      |
| 1600-1900         | 3  | 25      | Rain/Snow                 | 3  | 25      |
| 1900-2400         | 2  | 17      | Sleet/Hall/Freezing Rain  | 0  | 0       |
| 2400-0600         | 0  | 0       | Fog/Smog/Smoke            | 0  | 0       |
| Unknown           | 0  | 0       | Other/Unknown             | 1  | 8       |
| Total             | 12 | 100.00% | Total                     | 12 | 100.00% |
| Light Condition   |    |         | Time of Year              |    |         |
|                   | #  | %       |                           | #  | %       |
| Daylight          | 9  | 75      | Winter (Dec-Feb)          | 2  | 17      |
| Dawn              | 0  | 0       | Spring (Mar-May)          | 5  | 42      |
| Dusk              | 0  | 0       | Summer (Jun-Aug)          | 2  | 17      |
| Dark Lighted      | 0  | 0       | Fall (Sep-Nov)            | 3  | 25      |
| Dark Unlighted    | 2  | 17      | Total                     | 12 | 100.00% |
| Unknown           | 1  | 8       |                           |    |         |
| Total             | 12 | 100.00% |                           |    |         |
| Accident Type     |    |         | Roadway Characteristics   |    |         |
|                   | #  | %       |                           | #  | %       |
| Overtaking        | 0  | 0       | Straight & Level          | 3  | 25      |
| Rear End          | 0  | 0       | Straight & Grade          | 1  | 8       |
| Right Angle       | 4  | 33      | Straight & Hillcrest      | 0  | 0       |
| Left Turn         | 4  | 33      | Curve & Level             | 0  | 0       |
| Sideswipe         | 0  | 0       | Curve & Grade             | 7  | 58      |
| Run Off Road      | 1  | 8       | Curve & Hillcrest         | 0  | 0       |
| Fixed Object      | 1  | 8       | Unknown                   | 1  | 8       |
| Pedestrian        | 0  | 0       | Total                     | 12 | 100.00% |
| Bicycle           | 0  | 0       |                           |    |         |
| Animal            | 2  | 17      |                           |    |         |
| Right Turn        | 0  | 0       |                           |    |         |
| Head On           | 0  | 0       |                           |    |         |
| Other             | 0  | 0       |                           |    |         |
| Total             | 12 | 100.00% |                           |    |         |
| Accident Severity |    |         | Roadway Surface Condition |    |         |
|                   | #  | %       |                           | #  | %       |
| Fatal             | 0  | 0       | Dry                       | 7  | 58      |
| Serious Injury    | 7  | 58      | Wet                       | 3  | 25      |
| Other Injury      | 1  | 8       | Muddy                     | 0  | 0       |
| Prop damage Only  | 4  | 33      | Snow/Ice                  | 0  | 0       |
| Unknown           | 0  | 0       | Slush                     | 1  | 8       |
| Total             | 12 | 100.00% | Unknown                   | 1  | 8       |
|                   |    |         | Total                     | 12 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

DIAGRAM SHEET

| STUDY NO. 120-269                            |          |            |       | ROUTE NO. or STREET NAME: NYS Route 17M                                             |        |    |    |                                                                                                                                         |     |                 |             | COUNTY: Orange                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
|----------------------------------------------|----------|------------|-------|-------------------------------------------------------------------------------------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------|-------------|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------------------------------------------------------------------------------------------------------------|--|--|--|
| P.I.N..                                      |          |            |       | AT INTERSECTION WITH / OR BETWEEN: Museum Village Rd                                |        |    |    |                                                                                                                                         |     |                 |             | MUNICIPALITY : Blooming Grove                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
| INVENTORY NO.                                |          |            |       |                                                                                     |        |    |    |                                                                                                                                         |     |                 |             | BY: LSC                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
|                                              |          |            |       |                                                                                     |        |    |    |                                                                                                                                         |     |                 |             | DATE: 4/14/22                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
| NO. OF MONTHS 36                             |          |            |       | LIGHT CONDITIONS (LC)                                                               |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                 |             | ROADWAY SURFACE CONDITION (RSC)                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  | WEATHER (WEA)                                                                                                |  |  |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |            |       | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                 |             | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |  |  |
| NO                                           | CASE     | DATE       | TIME  | # OF VEH                                                                            | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                                                             | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |                                                                                                              |  |  |  |
| 1                                            | 38999710 | 8/31/2021  | 11:49 | 2                                                                                   | PDO    | 1  | 5  | 1                                                                                                                                       | 1   | 07, YY          |             | LEFT TURN (AGAINST OTHER CAR)                                        | OP OF V-2 STATES HE IS TRAVELING W/B ON SR 17M WHEN V-1 EXITS MUSEUM VILLAGE ROAD AND STRIKES V-2.OP OF V-1 STATES SHE EXITS MUSEUM VILLAGE ROAD AND STRIKES V-2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |  |
| 2                                            | 39021190 | 9/17/2021  | 09:05 | 2                                                                                   | PDO    | 1  | 5  | 2                                                                                                                                       | 3   | 07, 69, YY      | 17M83013152 | LEFT TURN (AGAINST OTHER CAR)                                        | Vehicle #1 was attempting to make a left turn from Museum Village Road onto State Route 17m in a southern direction as Vehicle #2 was traveling North on State Route 17M. Vehicle #1 entered the roadway colliding with Vehicle #2. Vehicle #1 then spun out and collided with a guide rail at the intersection of Museum Village Road and State Route 17M before coming to rest. Operator of Vehicle #1 states he was stopped at the stop sign and did not see Vehicle #2 coming and thought it was safe to enter the roadway, upon entering the roadway he saw Vehicle #2 and could not stop in time. Operator of Vehicle #2 states she was traveling North on State Route 17M when Vehicle #1 pulled out in front of her, causing the collision. |  |  |                                                                                                              |  |  |  |
| 3                                            | 38048188 | 5/12/2019  | 08:22 | 2                                                                                   | INJURY | 1  | 5  | 2                                                                                                                                       | 3   | 07, XX          | 17M83013152 | RIGHT ANGLE                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
| 4                                            | 38204903 | 10/31/2019 | 07:30 | 1                                                                                   | PDO    | Z  | Z  | Z                                                                                                                                       | Z   | XX              | 17M83013152 | DEER                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
| 5                                            | 38880967 | 6/5/2021   | 17:10 | 2                                                                                   | INJURY | 1  | 2  | 1                                                                                                                                       | 1   | 02, 07, YY      | 17M83013152 | RIGHT ANGLE                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |                                                                                                              |  |  |  |
| 6                                            | 38188590 | 11/10/2019 | 18:45 | 1                                                                                   | INJURY | 5  | 1  | 1                                                                                                                                       | 1   | 08, YY          |             | GUIDE RAIL                                                           | Vehicle #1 was traveling South bound on Museum Village Rd and collided into the guard rail, and rode the rail for approximately 200 feet. Vehicle #1 then rolled over and landed in a pond/swamp.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |                                                                                                              |  |  |  |

| NO | CASE     | DATE      | TIME  | # OF VEH | SEV    | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR     | ACC TYPE                      | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----|----------|-----------|-------|----------|--------|----|----|-----|-----|-----------------|-------------|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7  | 37797814 | 3/18/2019 | 09:11 | 2        | INJURY | 1  | 5  | 1   | 1   | 07, XX          | 17M83013152 | LEFT TURN (AGAINST OTHER CAR) | Vehicle #1 facing southbound on Museum Village Road, stopped at the Museum Village Road stop sign, waiting to cross over Route 17m intersection. Vehicle #1 entered the intersection of Route 17m, failing to yield the right of way to vehicle #2 that was that was traveling westbound on Route 17m, causing the collision. Operator of vehicle #2 stated that the operator of vehicle #1 drove to the right of a truck that was stopped waiting to make a left turn from Museum Village Road onto Route 17m. Operator of vehicle #2 stated that vehicle #1 pulled out in front of her vehicle. Operator of vehicle #1 stated that he looked left and then right and the roadway was clear prior to him entering the intersection. Operator of vehicle #1 stated that vehicle #2 was traveling fast. |
| 8  | 39213436 | 1/17/2022 | 12:35 | 1        | INJURY | 1  | 5  | 5   | 2   | 26, 66          | 17M83013152 | SNOW EMBANKMENT               | Unit 1 traveling Westbound on Route 17M approaching Museum Village Road. An uninvolved plow truck entered the roadway from a private driveway causing Unit 1 to swerve to avoid a collision. Unit 1 drove off the right side of the roadway and into a snow embankment before coming to rest front end down and nearly perpendicular to the ground. Operator of Unit 1 stated that he saw the plow but could not stop in time due to the road conditions. Witness stated that the plow truck was over the double yellow line and nearly blocking the whole roadway. Operator of plow truck issued citation for VTL 1143.                                                                                                                                                                               |
| 9  | 39228121 | 2/8/2022  | 12:09 | 2        | PDO    | 1  | 5  | 2   | 2   | 07, YY          | 17M83013152 | RIGHT ANGLE                   | Vehicle #1 was stopped at the Museum Village Road stop sign facing south, intersection of Route 17m. Vehicle #2 traveling westbound on Route 17m. Vehicle #1 made a left turn onto Route 17m crossing into the path of Vehicle #2, causing the collision. Operator of Vehicle #1 stated that he was stopped on Museum Village Road and made a left turn on Route 17m. Operator of Vehicle #1 stated that he looked and it was clear. Operator of Vehicle #1 stated he did not see Vehicle #2 until the last second. Operator of Vehicle #2 stated that she was traveling westbound on Route 17m when Vehicle #1 pulled out in front of her vehicle.                                                                                                                                                    |
| 10 | 37878021 | 5/6/2019  | 15:47 | 2        | INJURY | 1  | 1  | 1   | 2   | 07, YY          | 17M83013152 | RIGHT ANGLE                   | V2 was heading East on State Route 17m in the Town of Blooming Grove. V1 was heading NorthEast on Museum Village Road. V1 failed to notice V2 driving down State Route 17m and subsequently struck V2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 11 | 37920893 | 5/19/2019 | 18:58 | 2        | INJURY | 1  | 5  | 1   | 1   | 07, YY          | 17M83013152 | LEFT TURN (AGAINST OTHER CAR) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12 | 38402991 | 3/11/2020 | 23:47 | 1        | NR     | 5  | 1  | 1   | 1   | 61, YY          | 17M83013152 | DEER                          | Vehicle 1 traveling west on route 17m collided with a deer crossing the road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Accident Summary Sheet

|                 |                                  |         |                      |
|-----------------|----------------------------------|---------|----------------------|
| Location:       | NYS Route 208 and Museum Village | City:   | South Blooming Grove |
| Period Covered: | 3/1/2019-2/28/2022               | County: | Orange               |
| Date:           | 4/14/2022                        |         |                      |

|             |    |         |                          |    |         |
|-------------|----|---------|--------------------------|----|---------|
| Time of Day |    |         | Weather                  |    |         |
|             | #  | %       |                          | #  | %       |
| 0600-1000   | 1  | 7       | Clear                    | 12 | 80      |
| 1000-1600   | 9  | 60      | Cloudy                   | 2  | 13      |
| 1600-1900   | 2  | 13      | Rain/Snow                | 1  | 7       |
| 1900-2400   | 3  | 20      | Sleet/Hall/Freezing Rain | 0  | 0       |
| 2400-0600   | 0  | 0       | Fog/Smog/Smoke           | 0  | 0       |
| Unknown     | 0  | 0       | Other/Unknown            | 0  | 0       |
| Total       | 15 | 100.00% | Total                    | 15 | 100.00% |

|                 |    |         |                  |    |         |
|-----------------|----|---------|------------------|----|---------|
| Light Condition |    |         | Time of Year     |    |         |
|                 | #  | %       |                  | #  | %       |
| Daylight        | 11 | 73      | Winter (Dec-Feb) | 4  | 27      |
| Dawn            | 0  | 0       | Spring (Mar-May) | 3  | 20      |
| Dusk            | 0  | 0       | Summer (Jun-Aug) | 4  | 27      |
| Dark Lighted    | 2  | 13      | Fall (Sep-Nov)   | 4  | 27      |
| Dark Unlighted  | 2  | 13      | Total            | 15 | 100.00% |
| Unknown         |    | 0       |                  |    |         |
| Total           | 15 | 100.00% |                  |    |         |

|               |    |         |                         |    |         |
|---------------|----|---------|-------------------------|----|---------|
| Accident Type |    |         | Roadway Characteristics |    |         |
|               | #  | %       |                         | #  | %       |
| Overtaking    | 0  | 0       | Straight & Level        | 8  | 53      |
| Rear End      | 4  | 27      | Straight & Grade        | 3  | 20      |
| Right Angle   | 2  | 13      | Straight & Hillcrest    | 0  | 0       |
| Left Turn     | 7  | 47      | Curve & Level           | 1  | 7       |
| Sideswipe     | 0  | 0       | Curve & Grade           | 3  | 20      |
| Run Off Road  | 0  | 0       | Curve & Hillcrest       | 0  | 0       |
| Fixed Object  | 0  | 0       | Unknown                 | 0  | 0       |
| Pedestrian    | 0  | 0       | Total                   | 15 | 100.00% |
| Bicycle       | 0  | 0       |                         |    |         |
| Animal        | 0  | 0       |                         |    |         |
| Right Turn    | 0  | 0       |                         |    |         |
| Head On       | 0  | 0       |                         |    |         |
| Other         | 2  | 13      |                         |    |         |
| Total         | 15 | 100.00% |                         |    |         |

|                   |    |         |                           |    |         |
|-------------------|----|---------|---------------------------|----|---------|
| Accident Severity |    |         | Roadway Surface Condition |    |         |
|                   | #  | %       |                           | #  | %       |
| Fatal             | 0  | 0       | Dry                       | 14 | 93      |
| Serious Injury    | 7  | 47      | Wet                       | 1  | 7       |
| Other Injury      | 0  | 0       | Muddy                     | 0  | 0       |
| Prop damage Only  | 8  | 53      | Snow/Ice                  | 0  | 0       |
| Unknown           | 0  | 0       | Slush                     | 0  | 0       |
| Total             | 15 | 100.00% | Unknown                   | 0  | 0       |
|                   |    |         | Total                     | 15 | 100.00% |

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

| STUDY NO. 120-269                            |          |           | ROUTE NO. or STREET NAME NYS Route 208                                              |             |        |    |    |                                                                                                                                         |     |                    |              |                                     | COUNTY Orange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                              |  |
|----------------------------------------------|----------|-----------|-------------------------------------------------------------------------------------|-------------|--------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------|--------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------|--|
| P.I.N..                                      |          |           | AT INTERSECTION WITH / OR BETWEEN Museum Village Road                               |             |        |    |    |                                                                                                                                         |     |                    |              |                                     | MUNICIPALITY Blooming Grove                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                              |  |
| INVENTORY NO.                                |          |           |                                                                                     |             |        |    |    |                                                                                                                                         |     |                    |              |                                     | BY LSC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |                                                                                                              |  |
|                                              |          |           |                                                                                     |             |        |    |    |                                                                                                                                         |     |                    |              |                                     | DATE 4/14/2022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |                                                                                                              |  |
| NO. OF MONTHS<br>36                          |          |           | LIGHT CONDITIONS (LC)                                                               |             |        |    |    | ROADWAY CHARACTER (RC)                                                                                                                  |     |                    |              |                                     | ROADWAY SURFACE CONDITION (RSC)                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | WEATHER (WEA)                                                                                                |  |
| Begin Date: 3/01/2019<br>End Date: 2/28/2022 |          |           | 1. Daylight<br>2. Dawn<br>3. Dusk<br>4. Dark Road Lighted<br>5. Dark Road Unlighted |             |        |    |    | 1. Straight & Level<br>2. Straight & Grade<br>3. Straight at Hillcrest<br>4. Curve & Level<br>5. Curve & Grade<br>6. Curve at Hillcrest |     |                    |              |                                     | 1. Dry<br>2. Wet<br>3. Muddy<br>4. Snow/Ice<br>5. Slush<br>10. Other                                                                                                                                                                                                                                                                                                                                                                                                                          |  | 1. Clear<br>2. Cloudy<br>3. Rain<br>4. Snow<br>5. Sleet/Hail/Freezing Rain<br>6. Fog/Smog/Smoke<br>10. Other |  |
| NO                                           | CASE     | DATE      | TIME                                                                                | # OF<br>VEH | SEV    | LC | RC | RSC                                                                                                                                     | WEA | CONTRIB<br>FACTORS | REF<br>MKR   | ACC TYPE                            | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                                                                                              |  |
| 1                                            | 38469816 | 7/5/2020  | 11:45                                                                               | 2           | PDO    | 1  | 5  | 1                                                                                                                                       | 1   | 07, 18, YY         | 208 83011013 | LEFT TURN<br>(AGAINST<br>OTHER CAR) | Vehicle #1 traveling East on Museum Village Road stopped at the posted stop sign and proceeded into the intersection of Route 208 while attempting to make a left turn onto Route 208 North failing to yield the right of way to oncoming South bound traffic on Route 208. Vehicle #2 traveling South on Route 208 collided with Vehicle #1 while Vehicle #1 was turning.                                                                                                                    |  |                                                                                                              |  |
| 2                                            | 38764097 | 2/24/2021 | 10:19                                                                               | 2           | INJURY | 1  | 1  | 1                                                                                                                                       | 1   | 04, 09, YY         | 208 83011013 | REAR END                            | Vehicle 1 was traveling northbound on State Route 208 behind vehicle 2 also traveling northbound. Vehicle 1 collided with the rear of vehicle 2. Operator of vehicle 1 stated she was not paying attention and did not see vehicle 2 slow down prior to her colliding with the rear of vehicle 2. Operator of vehicle 2 stated she slowed down for a vehicle in front of her making a left turn onto Museum Village Road prior to being hit in the rear by vehicle 1.                         |  |                                                                                                              |  |
| 3                                            | 38570992 | 9/27/2020 | 23:13                                                                               | 2           | PDO    | 4  | 1  | 2                                                                                                                                       | 3   | 07, YY             | 208 83011013 | LEFT TURN<br>(WITH OTHER<br>CAR)    | V1 was traveling East on Museum Village Road. V2 was traveling South on Route 208. V1 entered Route 208, attempting a left turn, failing to yield for V2 resulting in a collision. Operator of V1 states that she observed a single light approaching from the left, but felt that it was far away. She further states that when she entered the roadway V2 was right there. Operator of V2 states that she was driving home and V1 just pulled out in front of her.                          |  |                                                                                                              |  |
| 4                                            | 38943318 | 7/23/2021 | 15:40                                                                               | 2           | PDO    | 1  | 2  | 1                                                                                                                                       | 1   | 07, YY             | 208 83011013 | LEFT TURN<br>(AGAINST<br>OTHER CAR) | Vehicle 2 was traveling South on Route 208. Vehicle 1 was on Museum Village Rd facing east at the stop sign at the intersection of Route 208 and Museum Village Rd. Vehicle 1, failing to yield the right way, attempted to perform a left hand turn onto Route 208, colliding with Vehicle 2. Operator of Vehicle 1 stated that the other car stopped to let him go so he thought it was safe. Operator of Vehicle 2 stated that he was just driving straight when the other car pulled out. |  |                                                                                                              |  |
| 5                                            | 39149653 | 12/7/2021 | 16:55                                                                               | 2           | PDO    | 5  | 5  | 1                                                                                                                                       | 1   | 07, YY             | 208 83011013 | RIGHT ANGLE                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                              |  |

| NO | CASE     | DATE       | TIME  | # OF VEH | SEV    | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR      | ACC TYPE                      | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----|----------|------------|-------|----------|--------|----|----|-----|-----|-----------------|--------------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6  | 38635617 | 10/28/2020 | 20:07 | 2        | INJURY | 5  | 1  | 1   | 1   | 09, 26, YY      | 208 83011013 | REAR END                      | Vehicle 1 traveling Northbound on route 208 behind Vehicle 2. Vehicle 2 braked aggressively for an uninvolved motorist. Vehicle 1 struck Vehicle 2 in the drivers side rear bumper. Vehicle 1 coming to rest on Museum Village Rd, Vehicle 2 coming to rest on Route 208.Operator of Vehicle 1 states that another car, a silver SUV, slammed on the brakes all of a sudden to make the left onto Museum Village Rd. States further that he attempted to stop and steered to the left to avoid the collision but was unable to.Operator of Vehicle 2 states that a silver SUV braked suddenly and aggressively to turn onto Museum Village Rd. She was then struck by the other car.Witness states that a silver SUV slammed on its brakes and suddenly turned onto Museum Village Rd, causing Vehicle 1 to collide with Vehicle 2 |
| 7  | 38697821 | 11/24/2020 | 09:19 | 2        | PDO    | 1  | 1  | 1   | 2   | 09, YY          | 208 83011013 | REAR END                      | Vehicle #1 traveling northbound on Route 208 collided with the rear end of Vehicle #2.Operator of Vehicle #1 stated that he saw Vehicle #2 stopped, but was unable to stop in time and collided with the rear end.Operator of Vehicle #2 stated that he was stopped in traffic when he was struck from behind by Vehicle #1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8  | 38315799 | 1/22/2020  | 15:40 | 2        | INJURY | 1  | 1  | 1   | 1   | 07, YY          | 208 83011013 | LEFT TURN (AGAINST OTHER CAR) | Vehicle #1 was traveling East bound on Museum Village RD and attempted to make a left hand turn onto State Route 208, North bound. Vehicle #1 failed to yield the right of way to vehicle #2, who was traveling South bound on State Route 208. By doing so vehicle #2 collided into vehicle #1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9  | 38970696 | 7/18/2021  | 15:09 | 2        | PDO    | 1  | 1  | 1   | 1   | 07, YY          | 208 83011013 | LEFT TURN (AGAINST OTHER CAR) | V2 was traveling southbound on Route 208 and approaching the intersection of Museum Village Road. V1 was traveling northbound on Route 208 and attempted to make a left turn onto Museum Village Road. V1 made the left turn directly in front of V2, causing the collision.Driver of V1 states he was making a left turn onto museum village road and V2 did not slow down for him to turn. Driver of V2 states he was driving southbound on route 208 when V1 made a turn right in front of him.                                                                                                                                                                                                                                                                                                                                 |
| 10 | 38221846 | 11/29/2019 | 13:03 | 2        | PDO    | 1  | 2  | 1   | 1   | 18, 69, YY      | 208 83011013 | RIGHT ANGLE                   | Vehicle #1 traveling east on Museum Village Rd and stopped at the stop sign. Vehicle #2 traveling south on Route 208. Vehicle #1 collided into vehicle #2.Operator of vehicle #1 stated traffic was backed up in both directions on Route 208. He stated he was motioned by the operator of an uninvolved vehicle that stopped in the northbound lane of Route 208 and waved him on to Route 208. Operator of vehicle #1 stated he was inching his way onto Rout 208 to go north. He was looking to his right and collided into vehicle #2. Operator of vehicle #1 stated that vehicle #2 drove in front of him going around him not yielding.Operator of vehicle #2 stated he was traveling south on Route 208 and vehicle #1 collided into his vehicle.                                                                          |
| 11 | 37922453 | 5/31/2019  | 13:58 | 2        | INJURY | 1  | 1  | 1   | 1   | 07, 21, YY      | 208 83011013 | LEFT TURN (AGAINST OTHER CAR) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 12 | 38478785 | 7/12/2020  | 17:00 | 2        | INJURY | 1  | 5  | 1   | 1   | 09, YY          | 208 83011013 | REAR END                      | Vehicle 1 traveling North on Route 208 behind Vehicle 2. Vehicle 2 was slowing in the roadway for an uninvolved vehicle performing a left hand turn onto Museum Village Rd. Vehicle 1 struck Vehicle 2 in the rear.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| NO | CASE     | DATE      | TIME  | # OF VEH | SEV    | LC | RC | RSC | WEA | CONTRIB FACTORS | REF MKR      | ACC TYPE                      | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----|----------|-----------|-------|----------|--------|----|----|-----|-----|-----------------|--------------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13 | 38867533 | 5/12/2021 | 14:55 | 2        | PDO    | 1  | 4  | 1   | 1   | 07, YY          | 208 83011013 | LEFT TURN (AGAINST OTHER CAR) | Vehicle 2 was traveling South on Route 208. Vehicle 1 was stopped at the stop sign at the intersection of Route 208 and Museum Village Rd facing West. Vehicle 1, failing to yield the right of way, pulled out in front of Vehicle 2. Vehicle 2 collided with the front drivers side of Vehicle 1. Witness states that the Black car made a left turn onto Route 208 and the White truck was not able to stop in time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 14 | 38423404 | 5/15/2020 | 13:55 | 4        | INJURY | 1  | 1  | 1   | 1   | 09, YY          | 208 83011013 | OTHER                         | Vehicles 1, 2, 3, and 4 traveling northbound on Route 208. Vehicle 4 slowed to a stop to make lefthand turn onto Museum Village Rd. Vehicle 3 and vehicle 2 slowed to a stop behind vehicle 4. Vehicle 1 failed to stop, colliding with the rear of vehicle 2, causing vehicle 2 to then collide with the rear of vehicle 3, causing vehicle 3 to then collide with the rear of vehicle 4. Operator of vehicle 4 stated that he was using his lefthand turn signal, and was slowing to make a lefthand turn onto Museum Village Rd. when he was rear ended. Operator of vehicle 3 stated that she was slowing down because the vehicle in front of her was making a lefthand turn, when she was rear ended. Operator of vehicle 2 stated that she was stopped in traffic for five seconds when she observed in her rear view mirror that the vehicle behind her was not slowing, and watched as it collided with her. Operator of vehicle 1 stated that the vehicle in front of him stopped suddenly without warning, and he could not stop quickly enough to avoid the collision. Witness 1: stated that he was traveling southbound on Route 208 when he observed the vehicle 4 slowing to make a lefthand turn onto Museum Village Rd. Michael stated that he observed vehicle 1 collide with the rear of vehicle 2 at a high rate of speed, which in turn caused vehicle 2 to collide with vehicle 3, and vehicle 3 to collide with vehicle 4. The operator and passenger of vehicle 2 were both transported to ORMC in BGVAC 497 for complaints of neck pain. The operator of vehicle 3 was transported to ORMC in BGVAC 498 for complaint of neck pain as well. |
| 15 | 39191785 | 1/6/2022  | 20:34 | 3        | INJURY | 4  | 2  | 1   | 2   | 02, 07, 17, YY  | 208 83011013 | OTHER                         | Unit 1 was traveling eastbound on Museum Village Road approaching State Route 208. Unit 1 while attempting to make a left hand turn onto State Route 208, in a northerly direction, failed to stop at the posted stop sign. Unit 1 drove into the path and collided with Unit 2 which was traveling north on State Route 208. Unit 2 after the initial collision continued in a northerly direction and collided with a tree before coming to rest off the right side of the roadway. Unit 1 after the initial collision continued in a northerly direction eventually crossing into the southbound lane and collided with Unit 3 which was traveling southbound on State Route 208. Both Unit 1 and Unit 3 came to rest facing south. Operator of unit 3 stated that he observed unit 1 fail to stop at the stop sign at the intersection and attempted to make a left hand turn and collide with unit 2. Operator of unit 2 appeared to be under the influence of alcohol at the time of the collision. Operator of unit 1 was unable to communicate thoroughly due to his injuries. Note: All occupants were transported by BGVAC to Garnet Health Hospital.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**ATTACHMENT B**  
**CORRESPONDENCE WITH SCHOOL DISTRICTS**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

## Starke Hipp

---

**From:** Matthew Kuhl <mkuhl@studentbusco.com>  
**Sent:** Monday, September 25, 2023 12:12 PM  
**To:** Starke Hipp  
**Cc:** Frank Filiciotto  
**Subject:** Re: 120-269 Craigville Rd; Request for School Bus Route Mapping - CUFSD

Understood, Starke.

As my colleague had stated, unfortunately, our route maps cannot be shared due to privacy concerns and for the security of the children and communities we service.

Thank You and have a good day

---

**From:** Starke Hipp <shipp@cmellp.com>  
**Sent:** Monday, September 25, 2023 11:49 AM  
**To:** Matthew Kuhl <mkuhl@studentbusco.com>  
**Cc:** Frank Filiciotto <ffiliciotto@cmellp.com>  
**Subject:** RE: 120-269 Craigville Rd; Request for School Bus Route Mapping - CUFSD

Hello Matt,

Sorry, I should have clarified that our study area includes parts of Chester, which is why I reached out. Specifically, our study includes NYS Route 17M from the eastern edge of Chester up to NYS Route 94 (a.k.a. Summerville Way/Academy Avenue) as well as the portion of NYS Route 94 (a.k.a. Summerville Way) between NYS Route 17M and Nucifora Boulevard/Lowes Driveway.

Thanks,

**Starke W. Hipp, PE**  
NY,NC  
Project Engineer

**Creighton Manning** | O: 914.800.9205 | C: 910.616.5608 | [www.cmellp.com](http://www.cmellp.com)

---

**From:** Matthew Kuhl <mkuhl@studentbusco.com>  
**Sent:** Monday, September 25, 2023 11:45 AM  
**To:** Starke Hipp <shipp@cmellp.com>  
**Cc:** Frank Filiciotto <ffiliciotto@cmellp.com>  
**Subject:** Re: 120-269 Craigville Rd; Request for School Bus Route Mapping - CUFSD

Good Morning Starke-

Our company does not service the Town of Blooming Grove. For that reason, I do not believe our route maps would be applicable to your study either way.

Matt

Sent from iPhone

---

**From:** Starke Hipp <[shipp@cmellp.com](mailto:shipp@cmellp.com)>  
**Sent:** Monday, September 25, 2023 11:27:30 AM  
**To:** Matthew Kuhl <[mkuhl@studentbusco.com](mailto:mkuhl@studentbusco.com)>  
**Cc:** Frank Filiciotto <[ffiliciotto@cmellp.com](mailto:ffiliciotto@cmellp.com)>  
**Subject:** 120-269 Craigville Rd; Request for School Bus Route Mapping - CUFSD

Hello Matt

Earlier today I spoke with your colleague regarding a request for school bus route mapping. For background, my firm is preparing a traffic impact study for a project in Blooming Grove. That study is following a scope set forth by the Town of Blooming Grove Planning Board. The scope includes that we provide school bus route mapping within the study area. When I spoke with your colleague earlier today, they explained that your company will not be able to provide this information for confidentiality reasons. I fully understand this reasoning and I'm sure the Planning Board will feel the same way. That being said, I would appreciate it if you could respond here confirming that the requested information cannot be provided. We will include that confirmation in our records, so that Planning Board knows we attempted to adhere to their scope.

I appreciate you and your colleague for taking the time to help in progressing our study. If you have any questions, please do not hesitate to reach me here or via my office line listed below in the signature.

Best regards,

**Starke W. Hipp, PE**

NY,NC

Project Engineer

direct 914.800.9205

office 914.800.9201

cell 910.616.5608

email [shipp@cmellp.com](mailto:shipp@cmellp.com)

web [www.cmellp.com](http://www.cmellp.com)



145 Main Street, 3<sup>rd</sup> Floor | Ossining | New York | 10562

## Starke Hipp

---

**From:** Perez, Raphy <rperez@wcsdk12.org>  
**Sent:** Tuesday, September 26, 2023 6:04 AM  
**To:** Starke Hipp  
**Cc:** Frank Filiciotto; jedwards@wcsdk12.org  
**Subject:** Re: 120-269 Craigville Rd; Request for School Bus Route Mapping - WCSD  
**Attachments:** image001.jpg

Good morning,

Jessica is correct. The information would include personal information that we would not be able to share. If you need anything further please let me know.

Thank you,  
Ralph Perez

On Mon, Sep 25, 2023 at 11:14 AM Starke Hipp <[shipp@cmellp.com](mailto:shipp@cmellp.com)> wrote:

**[EXTERNAL EMAIL]** This email originated outside of Washingtonville CSD. **DO NOT CLICK** links or attachments unless you recognize the sender and know the content is safe.

Hello Ralph,

Earlier today I spoke with your colleague, Jessica, regarding a request for school bus route mapping. For background, my firm is preparing a traffic impact study for a project in Blooming Grove. That study is following a scope set forth by the Town of Blooming Grove Planning Board. The scope includes that we provide school bus route mapping within the study area. When I spoke with Jessica earlier today, she explained that the district will not be able to provide this information for confidentiality reasons. I fully understand this reasoning and I'm sure the Planning Board will feel the same way. That being said, I would appreciate it if you could respond here confirming that the requested information cannot be provided. We will include that confirmation in our records, so that Planning Board knows we attempted to adhere to their scope.

I appreciate you and your colleague for taking the time to help in progressing our study. If you have any questions, please do not hesitate to reach me here or via my office line listed below in the signature.

Best regards,

**Starke W. Hipp, PE**

NY,NC

Project Engineer

## Josh Koh

---

**From:** Josh Koh  
**Sent:** Monday, October 2, 2023 11:17 AM  
**To:** Josh Koh  
**Subject:** FW: Roads buses travel on

**From:** Jessie Lazar <[jlazar@mw.k12.ny.us](mailto:jlazar@mw.k12.ny.us)>  
**Sent:** Thursday, September 28, 2023 9:20 AM  
**To:** Starke Hipp <[shipp@cmellp.com](mailto:shipp@cmellp.com)>  
**Subject:** Roads buses travel on

Good morning, I was able to get the information you are requesting. We travel on these roads between the hours of 5:45-9:15am - 1:15 6:00pm  
Craigville Rd between 17m & Oxford depo approximately 15 buses  
Museum Village Rd between 17m & Rt 208 approximately 20 buses  
Route 17m between Craigville Rd & Museum Village rd approximately 25 buses.  
If you have any further questions Please let me know.

--

Warm regards,

Jessie Lazar  
Assistant Director of Transportation  
Monroe-Woodbury CSD  
845 460-6010



**ATTACHMENT C**  
**RAW ATR AND TMC DATA**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M  
**City:** Chester  
**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 2       | 0       | 2           | 16      | 0       | 0       | 0           | 21      | 4       | 0       | 50    |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 4             | 0       | 2       | 0       | 1           | 35      | 0       | 0       | 0           | 29      | 3       | 0       | 74    |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 3       | 0       | 7           | 20      | 0       | 0       | 0           | 32      | 4       | 0       | 75    |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 7             | 0       | 5       | 0       | 4           | 26      | 0       | 0       | 0           | 40      | 5       | 0       | 87    |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 6       | 0       | 3           | 21      | 0       | 0       | 0           | 33      | 4       | 0       | 76    |
| 8:15 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 5       | 0       | 3           | 26      | 0       | 0       | 0           | 45      | 7       | 0       | 95    |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 8             | 0       | 1       | 0       | 0           | 27      | 0       | 0       | 0           | 45      | 8       | 0       | 89    |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 7       | 0       | 3           | 43      | 0       | 0       | 0           | 40      | 2       | 0       | 104   |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 60            | 0       | 31      | 0       | 23          | 214     | 0       | 0       | 0           | 285     | 37      | 0       | 650   |
|                         |                     |         |         |         | 65.93%        | 0.00%   | 34.07%  | 0.00%   | 9.70%       | 90.30%  | 0.00%   | 0.00%   | 0.00%       | 88.51%  | 11.49%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 35            | 0       | 19      | 0       | 9           | 117     | 0       | 0       | 0           | 163     | 21      | 0       | 364   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.972         | 0.000   | 0.679   | 0.000   | 0.750       | 0.680   | 0.000   | 0.000   | 0.000       | 0.906   | 0.656   | 0.000   | 0.875 |
|                         |                     |         |         |         | 0.844         |         |         |         | 0.685       |         |         |         | 0.868       |         |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 15         | 0       | 5       | 0       | 0         | 29      | 0       | 0       | 0         | 62      | 15      | 0       | 126   |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 14         | 0       | 2       | 0       | 3         | 31      | 0       | 0       | 0         | 62      | 9       | 0       | 121   |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 8          | 0       | 4       | 0       | 1         | 20      | 0       | 0       | 0         | 42      | 19      | 0       | 94    |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 4          | 0       | 3       | 0       | 2         | 33      | 0       | 0       | 0         | 80      | 20      | 0       | 142   |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 10         | 0       | 19      | 0       | 1         | 29      | 0       | 0       | 0         | 78      | 10      | 0       | 147   |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 4          | 0       | 15      | 0       | 2         | 40      | 0       | 0       | 0         | 72      | 11      | 0       | 144   |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 6          | 0       | 4       | 0       | 2         | 25      | 0       | 0       | 0         | 57      | 8       | 0       | 102   |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 8          | 0       | 7       | 0       | 1         | 25      | 0       | 0       | 0         | 56      | 4       | 0       | 101   |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 69         | 0       | 59      | 0       | 12        | 232     | 0       | 0       | 0         | 509     | 96      | 0       | 977   |
|                         |                     |         |         |         | 53.91%     | 0.00%   | 46.09%  | 0.00%   | 4.92%     | 95.08%  | 0.00%   | 0.00%   | 0.00%     | 84.13%  | 15.87%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 24         | 0       | 41      | 0       | 7         | 127     | 0       | 0       | 0         | 287     | 49      | 0       | 535   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.600      | 0.000   | 0.539   | 0.000   | 0.875     | 0.794   | 0.000   | 0.000   | 0.000     | 0.897   | 0.613   | 0.000   | 0.910 |
|                         |                     |         |         |         | 0.560      |         |         |         | 0.798     |         |         |         | 0.840     |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M  
**City:** Chester  
**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 4             | 0       | 2       | 0       | 2           | 16      | 0       | 0       | 0           | 19      | 3       | 0       | 46    |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 3             | 0       | 2       | 0       | 1           | 32      | 0       | 0       | 0           | 27      | 3       | 0       | 68    |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 3       | 0       | 6           | 17      | 0       | 0       | 0           | 28      | 3       | 0       | 66    |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 6             | 0       | 5       | 0       | 4           | 25      | 0       | 0       | 0           | 38      | 4       | 0       | 82    |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 5       | 0       | 3           | 18      | 0       | 0       | 0           | 33      | 4       | 0       | 72    |
| 8:15 AM                 | 0                   | 0       | 0       | 0       | 8             | 0       | 5       | 0       | 3           | 26      | 0       | 0       | 0           | 43      | 6       | 0       | 91    |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 7             | 0       | 0       | 0       | 0           | 25      | 0       | 0       | 0           | 37      | 6       | 0       | 75    |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 7             | 0       | 7       | 0       | 3           | 43      | 0       | 0       | 0           | 36      | 2       | 0       | 98    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 53            | 0       | 29      | 0       | 22          | 202     | 0       | 0       | 0           | 261     | 31      | 0       | 598   |
|                         |                     |         |         |         | 64.63%        | 0.00%   | 35.37%  | 0.00%   | 9.82%       | 90.18%  | 0.00%   | 0.00%   | 0.00%       | 89.38%  | 10.62%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 31            | 0       | 17      | 0       | 9           | 112     | 0       | 0       | 0           | 149     | 18      | 0       | 336   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.861         | 0.000   | 0.607   | 0.000   | 0.750       | 0.651   | 0.000   | 0.000   | 0.000       | 0.866   | 0.750   | 0.000   | 0.857 |
|                         |                     |         |         |         | 0.857         |         |         |         | 0.658       |         |         |         | 0.852       |         |         |         |       |
| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 13            | 0       | 5       | 0       | 0           | 29      | 0       | 0       | 0           | 61      | 15      | 0       | 123   |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 12            | 0       | 2       | 0       | 3           | 30      | 0       | 0       | 0           | 60      | 8       | 0       | 115   |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 8             | 0       | 4       | 0       | 1           | 20      | 0       | 0       | 0           | 40      | 17      | 0       | 90    |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 4             | 0       | 3       | 0       | 2           | 32      | 0       | 0       | 0           | 77      | 19      | 0       | 137   |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 9             | 0       | 19      | 0       | 1           | 28      | 0       | 0       | 0           | 74      | 10      | 0       | 141   |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 4             | 0       | 15      | 0       | 2           | 39      | 0       | 0       | 0           | 70      | 11      | 0       | 141   |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 6             | 0       | 4       | 0       | 2           | 24      | 0       | 0       | 0           | 55      | 8       | 0       | 99    |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 8             | 0       | 7       | 0       | 1           | 23      | 0       | 0       | 0           | 55      | 4       | 0       | 98    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 64            | 0       | 59      | 0       | 12          | 225     | 0       | 0       | 0           | 492     | 92      | 0       | 944   |
|                         |                     |         |         |         | 52.03%        | 0.00%   | 47.97%  | 0.00%   | 5.06%       | 94.94%  | 0.00%   | 0.00%   | 0.00%       | 84.25%  | 15.75%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 23            | 0       | 41      | 0       | 7           | 123     | 0       | 0       | 0           | 276     | 48      | 0       | 518   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.639         | 0.000   | 0.539   | 0.000   | 0.875       | 0.788   | 0.000   | 0.000   | 0.000       | 0.896   | 0.632   | 0.000   | 0.918 |
|                         |                     |         |         |         | 0.571         |         |         |         | 0.793       |         |         |         | 0.844       |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M  
**City:** Chester  
**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 2       | 1       | 0       | 4     |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 2       | 0       | 0       | 6     |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 1           | 3       | 0       | 0       | 0           | 4       | 1       | 0       | 9     |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 2       | 1       | 0       | 5     |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 1       | 0       | 0           | 3       | 0       | 0       | 0           | 0       | 0       | 0       | 4     |
| 8:15 AM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 2       | 1       | 0       | 4     |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 1       | 0       | 0           | 2       | 0       | 0       | 0           | 8       | 2       | 0       | 14    |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 2             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 4       | 0       | 0       | 6     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 7             | 0       | 2       | 0       | 1           | 12      | 0       | 0       | 0           | 24      | 6       | 0       | 52    |
|                         |                     |         |         |         | 77.78%        | 0.00%   | 22.22%  | 0.00%   | 7.69%       | 92.31%  | 0.00%   | 0.00%   | 0.00%       | 80.00%  | 20.00%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 4             | 0       | 2       | 0       | 0           | 5       | 0       | 0       | 0           | 14      | 3       | 0       | 28    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.500         | 0.000   | 0.500   | 0.000   | 0.000       | 0.417   | 0.000   | 0.000   | 0.000       | 0.438   | 0.375   | 0.000   | 0.500 |
|                         |                     |         |         |         |               | 0.750   |         |         |             | 0.417   |         |         |             | 0.425   |         |         |       |
| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 2             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 3     |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 2             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 2       | 1       | 0       | 6     |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 2       | 2       | 0       | 4     |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 3       | 1       | 0       | 5     |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 4       | 0       | 0       | 6     |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 2       | 0       | 0       | 3     |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 2       | 0       | 0       | 3     |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 1       | 0       | 0       | 3     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 5             | 0       | 0       | 0       | 0           | 7       | 0       | 0       | 0           | 17      | 4       | 0       | 33    |
|                         |                     |         |         |         | 100.00%       | 0.00%   | 0.00%   | 0.00%   | 0.00%       | 100.00% | 0.00%   | 0.00%   | 0.00%       | 80.95%  | 19.05%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 4       | 0       | 0       | 0           | 11      | 1       | 0       | 17    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.250         | 0.000   | 0.000   | 0.000   | 0.000       | 1.000   | 0.000   | 0.000   | 0.000       | 0.688   | 0.250   | 0.000   | 0.708 |
|                         |                     |         |         |         |               | 0.250   |         |         |             | 1.000   |         |         |             | 0.750   |         |         |       |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M  
**City:** Chester

**Project ID:** 22-380005-001  
**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

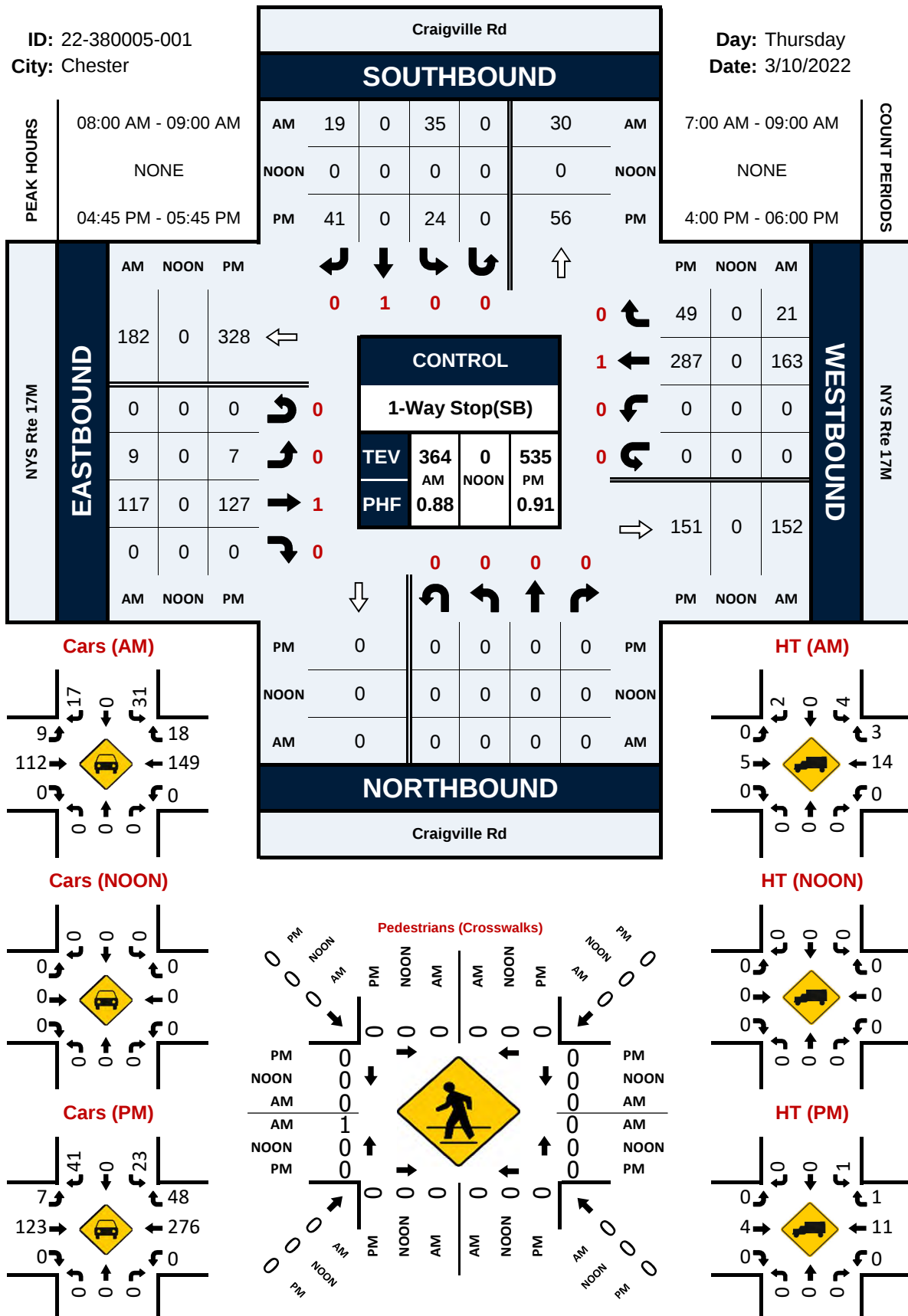
| NS/EW Streets:                    | Craigville Rd       |         | Craigville Rd |         | NYS Rte 17M |         | NYS Rte 17M        |                  |            |
|-----------------------------------|---------------------|---------|---------------|---------|-------------|---------|--------------------|------------------|------------|
| AM                                | NORTH LEG           |         | SOUTH LEG     |         | EAST LEG    |         | WEST LEG           |                  | TOTAL      |
|                                   | EB                  | WB      | EB            | WB      | NB          | SB      | NB                 | SB               |            |
|                                   | 7:00 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 7:15 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 7:30 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 7:45 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 8:00 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 8:15 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 0          |
|                                   | 8:30 AM             | 0       | 0             | 0       | 0           | 0       | 0                  | 0                | 1          |
| 8:45 AM                           | 0                   | 0       | 0             | 0       | 0           | 0       | 0                  | 0                |            |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0       | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>1<br>100.00% | SB<br>0<br>0.00% | TOTAL<br>1 |
| PEAK HR :                         | 08:00 AM - 09:00 AM |         |               |         |             |         |                    |                  | TOTAL      |
| PEAK HR VOL :                     | 0                   | 0       | 0             | 0       | 0           | 0       | 1<br>0.250         | 0                | 1          |
| PEAK HR FACTOR :                  |                     |         |               |         |             |         | 0.250              |                  | 0.250      |

[illegible]

**Craigville Rd & NYS Rte 17M****Peak Hour Turning Movement Count**

ID: 22-380005-001  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd  
**City:** Chester  
**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |          |          |         | Craigville Rd |          |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |          |         |                     |
|-------------------------|---------------------|----------|----------|---------|---------------|----------|---------|---------|----------------|---------|---------|---------|----------------|---------|----------|---------|---------------------|
| AM                      | NORTHBOUND          |          |          |         | SOUTHBOUND    |          |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |          |         | TOTAL               |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR  | 0<br>WU |                     |
| 7:00 AM                 | 0                   | 4        | 2        | 0       | 30            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 6        | 0       | 47                  |
| 7:15 AM                 | 0                   | 3        | 1        | 0       | 31            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 12       | 0       | 53                  |
| 7:30 AM                 | 0                   | 7        | 8        | 0       | 35            | 10       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 11       | 0       | 72                  |
| 7:45 AM                 | 0                   | 7        | 9        | 0       | 35            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 12       | 0       | 71                  |
| 8:00 AM                 | 0                   | 5        | 7        | 0       | 31            | 11       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9        | 0       | 64                  |
| 8:15 AM                 | 0                   | 10       | 2        | 0       | 41            | 9        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 8        | 0       | 71                  |
| 8:30 AM                 | 0                   | 9        | 3        | 0       | 39            | 8        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 15       | 0       | 74                  |
| 8:45 AM                 | 0                   | 7        | 1        | 1       | 35            | 9        | 0       | 0       | 0              | 0       | 0       | 0       | 4              | 0       | 19       | 0       | 76                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>52 | NR<br>33 | NU<br>1 | SL<br>277     | ST<br>63 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>10       | WT<br>0 | WR<br>92 | WU<br>0 | <b>TOTAL</b><br>528 |
| <b>APPROACH %'s :</b>   | 0.00%               | 60.47%   | 38.37%   | 1.16%   | 81.47%        | 18.53%   | 0.00%   | 0.00%   | 0              | 0       | 0       | 0       | 9.80%          | 0.00%   | 90.20%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |          |          |         |               |          |         |         |                |         |         |         |                |         |          |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 31       | 13       | 1       | 146           | 37       | 0       | 0       | 0              | 0       | 0       | 0       | 6              | 0       | 51       | 0       | 285                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.775    | 0.464    | 0.250   | 0.890         | 0.841    | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.375          | 0.000   | 0.671    | 0.000   | 0.938               |
|                         | 0.938               |          |          |         | 0.915         |          |         |         |                |         |         |         | 0.620          |         |          |         |                     |

| PM                      | NORTHBOUND          |           |          |         | SOUTHBOUND |          |         |         | EASTBOUND |         |         |         | WESTBOUND |         |           |         | TOTAL               |
|-------------------------|---------------------|-----------|----------|---------|------------|----------|---------|---------|-----------|---------|---------|---------|-----------|---------|-----------|---------|---------------------|
|                         | 0<br>NL             | 1<br>NT   | 0<br>NR  | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL   | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR   | 0<br>WU |                     |
| 4:00 PM                 | 0                   | 18        | 3        | 0       | 17         | 13       | 0       | 0       | 0         | 0       | 0       | 0       | 4         | 0       | 35        | 0       | 90                  |
| 4:15 PM                 | 0                   | 14        | 6        | 0       | 18         | 15       | 0       | 0       | 0         | 0       | 0       | 0       | 2         | 0       | 30        | 0       | 85                  |
| 4:30 PM                 | 0                   | 23        | 0        | 0       | 29         | 8        | 0       | 0       | 0         | 0       | 0       | 0       | 2         | 0       | 40        | 0       | 102                 |
| 4:45 PM                 | 0                   | 26        | 0        | 0       | 22         | 6        | 0       | 0       | 0         | 0       | 0       | 0       | 3         | 0       | 38        | 0       | 95                  |
| 5:00 PM                 | 0                   | 16        | 2        | 0       | 22         | 8        | 0       | 0       | 0         | 0       | 0       | 0       | 20        | 0       | 60        | 0       | 128                 |
| 5:15 PM                 | 0                   | 21        | 2        | 0       | 19         | 4        | 0       | 0       | 0         | 0       | 0       | 0       | 12        | 0       | 38        | 0       | 96                  |
| 5:30 PM                 | 0                   | 10        | 2        | 0       | 17         | 7        | 0       | 0       | 0         | 0       | 0       | 0       | 4         | 0       | 39        | 0       | 79                  |
| 5:45 PM                 | 0                   | 9         | 2        | 0       | 21         | 7        | 0       | 0       | 0         | 0       | 0       | 0       | 9         | 0       | 24        | 0       | 72                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>137 | NR<br>17 | NU<br>0 | SL<br>165  | ST<br>68 | SR<br>0 | SU<br>0 | EL<br>0   | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>56  | WT<br>0 | WR<br>304 | WU<br>0 | <b>TOTAL</b><br>747 |
| <b>APPROACH %'s :</b>   | 0.00%               | 88.96%    | 11.04%   | 0.00%   | 70.82%     | 29.18%   | 0.00%   | 0.00%   | 0         | 0       | 0       | 0       | 15.56%    | 0.00%   | 84.44%    | 0.00%   |                     |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |          |         |            |          |         |         |           |         |         |         |           |         |           |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 86        | 4        | 0       | 92         | 26       | 0       | 0       | 0         | 0       | 0       | 0       | 37        | 0       | 176       | 0       | 421                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.827     | 0.500    | 0.000   | 0.793      | 0.813    | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.463     | 0.000   | 0.733     | 0.000   | 0.822               |
|                         | 0.865               |           |          |         | 0.797      |          |         |         |           |         |         |         | 0.666     |         |           |         |                     |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd  
**City:** Chester  
**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 3       | 2       | 0       | 30            | 4       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 5       | 0       | 44    |
| 7:15 AM                 | 0                   | 2       | 1       | 0       | 29            | 4       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9       | 0       | 46    |
| 7:30 AM                 | 0                   | 5       | 8       | 0       | 34            | 8       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9       | 0       | 65    |
| 7:45 AM                 | 0                   | 5       | 8       | 0       | 33            | 6       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 11      | 0       | 64    |
| 8:00 AM                 | 0                   | 4       | 7       | 0       | 26            | 10      | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9       | 0       | 57    |
| 8:15 AM                 | 0                   | 9       | 2       | 0       | 41            | 8       | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 7       | 0       | 68    |
| 8:30 AM                 | 0                   | 7       | 3       | 0       | 35            | 4       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 12      | 0       | 61    |
| 8:45 AM                 | 0                   | 5       | 0       | 1       | 31            | 8       | 0       | 0       | 0              | 0       | 0       | 0       | 4              | 0       | 16      | 0       | 65    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL             | ET      | ER      | EU      | WL             | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 40      | 31      | 1       | 259           | 52      | 0       | 0       | 0              | 0       | 0       | 0       | 9              | 0       | 78      | 0       | 470   |
|                         | 0.00%               | 55.56%  | 43.06%  | 1.39%   | 83.28%        | 16.72%  | 0.00%   | 0.00%   | 0              | 0       | 0       | 0       | 10.34%         | 0.00%   | 89.66%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |               |         |         |         |                |         |         |         |                |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 25      | 12      | 1       | 133           | 30      | 0       | 0       | 0              | 0       | 0       | 0       | 6              | 0       | 44      | 0       | 251   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.694   | 0.429   | 0.250   | 0.811         | 0.750   | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.375          | 0.000   | 0.688   | 0.000   | 0.923 |
|                         | 0.864               |         |         |         | 0.832         |         |         |         |                |         |         |         | 0.625          |         |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 18      | 3       | 0       | 16         | 11      | 0       | 0       | 0         | 0       | 0       | 0       | 4         | 0       | 30      | 0       | 82    |
| 4:15 PM                 | 0                   | 13      | 6       | 0       | 16         | 14      | 0       | 0       | 0         | 0       | 0       | 0       | 1         | 0       | 29      | 0       | 79    |
| 4:30 PM                 | 0                   | 20      | 0       | 0       | 23         | 7       | 0       | 0       | 0         | 0       | 0       | 0       | 2         | 0       | 40      | 0       | 92    |
| 4:45 PM                 | 0                   | 25      | 0       | 0       | 21         | 5       | 0       | 0       | 0         | 0       | 0       | 0       | 3         | 0       | 35      | 0       | 89    |
| 5:00 PM                 | 0                   | 16      | 2       | 0       | 22         | 8       | 0       | 0       | 0         | 0       | 0       | 0       | 20        | 0       | 59      | 0       | 127   |
| 5:15 PM                 | 0                   | 21      | 2       | 0       | 17         | 4       | 0       | 0       | 0         | 0       | 0       | 0       | 12        | 0       | 36      | 0       | 92    |
| 5:30 PM                 | 0                   | 10      | 1       | 0       | 17         | 7       | 0       | 0       | 0         | 0       | 0       | 0       | 4         | 0       | 39      | 0       | 78    |
| 5:45 PM                 | 0                   | 9       | 2       | 0       | 20         | 7       | 0       | 0       | 0         | 0       | 0       | 0       | 9         | 0       | 24      | 0       | 71    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 132     | 16      | 0       | 152        | 63      | 0       | 0       | 0         | 0       | 0       | 0       | 55        | 0       | 292     | 0       | 710   |
|                         | 0.00%               | 89.19%  | 10.81%  | 0.00%   | 70.70%     | 29.30%  | 0.00%   | 0.00%   | 0         | 0       | 0       | 0       | 15.85%    | 0.00%   | 84.15%  | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 82      | 4       | 0       | 83         | 24      | 0       | 0       | 0         | 0       | 0       | 0       | 37        | 0       | 170     | 0       | 400   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.820   | 0.500   | 0.000   | 0.902      | 0.750   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.463     | 0.000   | 0.720   | 0.000   | 0.787 |
|                         | 0.860               |         |         |         | 0.892      |         |         |         |           |         |         |         | 0.655     |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd

**City:** Chester

**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002

**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |          |         |         | Craigville Rd |          |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |          |         |                    |
|-------------------------|---------------------|----------|---------|---------|---------------|----------|---------|---------|----------------|---------|---------|---------|----------------|---------|----------|---------|--------------------|
| AM                      | NORTHBOUND          |          |         |         | SOUTHBOUND    |          |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |          |         | TOTAL              |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR  | 0<br>WU |                    |
| 7:00 AM                 | 0                   | 1        | 0       | 0       | 0             | 1        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 1        | 0       | 3                  |
| 7:15 AM                 | 0                   | 1        | 0       | 0       | 2             | 1        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 3        | 0       | 7                  |
| 7:30 AM                 | 0                   | 2        | 0       | 0       | 1             | 2        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 2        | 0       | 7                  |
| 7:45 AM                 | 0                   | 2        | 1       | 0       | 2             | 0        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 1        | 0       | 7                  |
| 8:00 AM                 | 0                   | 1        | 0       | 0       | 5             | 1        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0        | 0       | 7                  |
| 8:15 AM                 | 0                   | 1        | 0       | 0       | 0             | 1        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 1        | 0       | 3                  |
| 8:30 AM                 | 0                   | 2        | 0       | 0       | 4             | 4        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 3        | 0       | 13                 |
| 8:45 AM                 | 0                   | 2        | 1       | 0       | 4             | 1        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 3        | 0       | 11                 |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>12 | NR<br>2 | NU<br>0 | SL<br>18      | ST<br>11 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>1        | WT<br>0 | WR<br>14 | WU<br>0 | <b>TOTAL</b><br>58 |
| <b>APPROACH %'s :</b>   | 0.00%               | 85.71%   | 14.29%  | 0.00%   | 62.07%        | 37.93%   | 0.00%   | 0.00%   | 0              | 0       | 0       | 0       | 6.67%          | 0.00%   | 93.33%   | 0.00%   |                    |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |          |         |         |               |          |         |         |                |         |         |         |                |         |          |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 6        | 1       | 0       | 13            | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 7        | 0       | 34                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.750    | 0.250   | 0.000   | 0.650         | 0.438    | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.000          | 0.000   | 0.583    | 0.000   | 0.654              |
|                         | 0.583               |          |         |         | 0.625         |          |         |         |                |         |         |         | 0.583          |         |          |         |                    |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |          |         | TOTAL              |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|----------|---------|--------------------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR  | 0<br>WU |                    |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 1          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 5        | 0       | 8                  |
| 4:15 PM                 | 0                   | 1       | 0       | 0       | 2          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 1         | 0       | 1        | 0       | 6                  |
| 4:30 PM                 | 0                   | 3       | 0       | 0       | 6          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0        | 0       | 10                 |
| 4:45 PM                 | 0                   | 1       | 0       | 0       | 1          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 3        | 0       | 6                  |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 1        | 0       | 1                  |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 2          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 2        | 0       | 4                  |
| 5:30 PM                 | 0                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0        | 0       | 1                  |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 1          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0        | 0       | 1                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>5 | NR<br>1 | NU<br>0 | SL<br>13   | ST<br>5 | SR<br>0 | SU<br>0 | EL<br>0   | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>1   | WT<br>0 | WR<br>12 | WU<br>0 | <b>TOTAL</b><br>37 |
| <b>APPROACH %'s :</b>   | 0.00%               | 83.33%  | 16.67%  | 0.00%   | 72.22%     | 27.78%  | 0.00%   | 0.00%   | 0         | 0       | 0       | 0       | 7.69%     | 0.00%   | 92.31%   | 0.00%   |                    |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |          |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 4       | 0       | 0       | 9          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 6        | 0       | 21                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.333   | 0.000   | 0.000   | 0.375      | 0.500   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.500    | 0.000   | 0.525              |
|                         | 0.333               |         |         |         | 0.393      |         |         |         |           |         |         |         | 0.500     |         |          |         |                    |

# National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd

**City:** Chester

**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002

**Date:** 3/10/2022

## Data - Bikes

| NS/EW Streets:                    |           | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |         |         |            |
|-----------------------------------|-----------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|------------|
| AM                                |           | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         |            |
|                                   |           | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR | 0<br>WU | TOTAL      |
| 7:00 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 7:15 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 7:30 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 7:45 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 8:00 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 8:15 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| 8:30 AM                           |           | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 1          |
| 8:45 AM                           |           | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : |           | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>1       | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0        | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
|                                   | PEAK HR : | 08:00 AM - 09:00 AM |         |         |         |               |         |         |         |                |         |         |         |                |         |         |         | TOTAL      |
| PEAK HR VOL :                     |           | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 1          |
| PEAK HR FACTOR :                  |           | 0.000               | 0.000   | 0.000   | 0.000   | 0.250         | 0.000   | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.250      |

[illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd  
**City:** Chester

**Project ID:** 22-380005-002  
**Date:** 3/10/2022

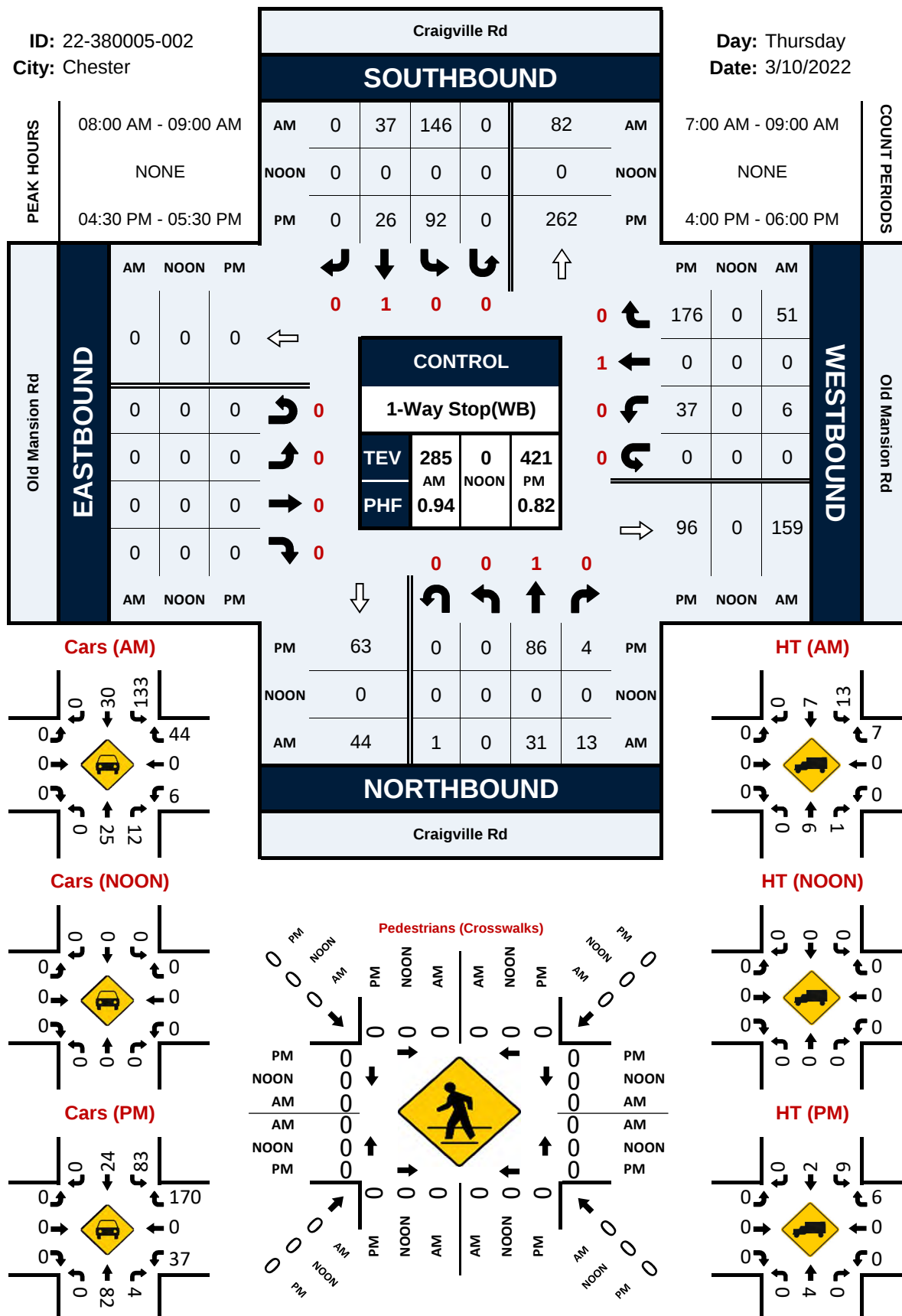
## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Craigville Rd              |    | Craigville Rd |    | Old Mansion Rd |    | Old Mansion Rd |    |
|-------------------------|----------------------------|----|---------------|----|----------------|----|----------------|----|
| AM                      | NORTH LEG                  |    | SOUTH LEG     |    | EAST LEG       |    | WEST LEG       |    |
|                         | EB                         | WB | EB            | WB | NB             | SB | NB             | SB |
| 7:00 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 7:15 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 7:30 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 7:45 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 8:00 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 8:15 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 8:30 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| 8:45 AM                 | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB            | WB | NB             | SB | NB             | SB |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| <b>PEAK HR :</b>        | <b>08:00 AM - 09:00 AM</b> |    |               |    |                |    |                |    |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0             | 0  | 0              | 0  | 0              | 0  |
| <b>PEAK HR FACTOR :</b> |                            |    |               |    |                |    |                |    |

| PM                      | NORTH LEG                  |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |    |
|-------------------------|----------------------------|----|-----------|----|----------|----|----------|----|
|                         | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| 4:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR :</b>        | <b>04:30 PM - 05:30 PM</b> |    |           |    |          |    |          |    |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR FACTOR :</b> |                            |    |           |    |          |    |          |    |

### Peak Hour Turning Movement Count

**Day:** Thursday  
**Date:** 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | WB Exit 128 Off-Ramp |         |         |         | WB Exit 128 Off-Ramp |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------------|---------|---------|---------|----------------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND            |         |         |         | WESTBOUND            |         |         |         | TOTAL |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 5       | 0       | 0       | 0             | 7       | 0       | 0       | 2                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 15    |
| 7:15 AM                 | 0                   | 3       | 0       | 0       | 0             | 4       | 0       | 0       | 0                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 8     |
| 7:30 AM                 | 0                   | 10      | 0       | 0       | 0             | 12      | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 22    |
| 7:45 AM                 | 0                   | 9       | 0       | 0       | 0             | 10      | 0       | 0       | 0                    | 0       | 3       | 0       | 0                    | 0       | 0       | 0       | 22    |
| 8:00 AM                 | 0                   | 7       | 0       | 0       | 0             | 11      | 0       | 0       | 2                    | 0       | 3       | 0       | 0                    | 0       | 0       | 0       | 23    |
| 8:15 AM                 | 0                   | 7       | 0       | 0       | 0             | 9       | 0       | 0       | 2                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 18    |
| 8:30 AM                 | 0                   | 8       | 0       | 0       | 0             | 9       | 0       | 0       | 3                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 20    |
| 8:45 AM                 | 0                   | 5       | 0       | 0       | 0             | 14      | 0       | 0       | 2                    | 0       | 2       | 0       | 0                    | 0       | 0       | 0       | 23    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL                   | ET      | ER      | EU      | WL                   | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 54      | 0       | 0       | 0             | 76      | 0       | 0       | 11                   | 0       | 10      | 0       | 0                    | 0       | 0       | 0       | 151   |
|                         | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%         | 100.00% | 0.00%   | 0.00%   | 52.38%               | 0.00%   | 47.62%  | 0.00%   | 0                    | 0       | 0       | 0       |       |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |         |         |         |               |         |         |         |                      |         |         |         |                      |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 33      | 0       | 0       | 0             | 42      | 0       | 0       | 4                    | 0       | 6       | 0       | 0                    | 0       | 0       | 0       | 85    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.825   | 0.000   | 0.000   | 0.000         | 0.875   | 0.000   | 0.000   | 0.500                | 0.000   | 0.500   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.924 |
|                         | 0.825               |         |         |         | 0.875         |         |         |         | 0.500                |         |         |         |                      |         |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 16      | 0       | 0       | 0          | 16      | 0       | 0       | 7         | 0       | 4       | 0       | 0         | 0       | 0       | 0       | 43    |
| 4:15 PM                 | 0                   | 12      | 0       | 0       | 0          | 19      | 0       | 0       | 4         | 0       | 2       | 0       | 0         | 0       | 0       | 0       | 37    |
| 4:30 PM                 | 0                   | 19      | 0       | 0       | 0          | 8       | 0       | 0       | 5         | 0       | 4       | 0       | 0         | 0       | 0       | 0       | 36    |
| 4:45 PM                 | 0                   | 23      | 0       | 0       | 0          | 9       | 0       | 0       | 5         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 37    |
| 5:00 PM                 | 0                   | 12      | 0       | 0       | 0          | 27      | 0       | 0       | 6         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 45    |
| 5:15 PM                 | 0                   | 13      | 0       | 0       | 0          | 16      | 0       | 0       | 7         | 0       | 3       | 0       | 0         | 0       | 0       | 0       | 39    |
| 5:30 PM                 | 0                   | 9       | 0       | 0       | 0          | 9       | 0       | 0       | 5         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 24    |
| 5:45 PM                 | 0                   | 6       | 0       | 0       | 0          | 14      | 0       | 0       | 3         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 24    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 110     | 0       | 0       | 0          | 118     | 0       | 0       | 42        | 0       | 15      | 0       | 0         | 0       | 0       | 0       | 285   |
|                         | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%      | 100.00% | 0.00%   | 0.00%   | 73.68%    | 0.00%   | 26.32%  | 0.00%   | 0         | 0       | 0       | 0       |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 67      | 0       | 0       | 0          | 60      | 0       | 0       | 23        | 0       | 7       | 0       | 0         | 0       | 0       | 0       | 157   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.728   | 0.000   | 0.000   | 0.000      | 0.556   | 0.000   | 0.000   | 0.821     | 0.000   | 0.438   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.872 |
|                         | 0.728               |         |         |         | 0.556      |         |         |         | 0.750     |         |         |         |           |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | WB Exit 128 Off-Ramp |         |         |         | WB Exit 128 Off-Ramp |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------------|---------|---------|---------|----------------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND            |         |         |         | WESTBOUND            |         |         |         | TOTAL |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 4       | 0       | 0       | 0             | 6       | 0       | 0       | 1                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 12    |
| 7:15 AM                 | 0                   | 3       | 0       | 0       | 0             | 3       | 0       | 0       | 0                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 7     |
| 7:30 AM                 | 0                   | 8       | 0       | 0       | 0             | 12      | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 20    |
| 7:45 AM                 | 0                   | 8       | 0       | 0       | 0             | 9       | 0       | 0       | 0                    | 0       | 3       | 0       | 0                    | 0       | 0       | 0       | 20    |
| 8:00 AM                 | 0                   | 7       | 0       | 0       | 0             | 11      | 0       | 0       | 1                    | 0       | 2       | 0       | 0                    | 0       | 0       | 0       | 21    |
| 8:15 AM                 | 0                   | 6       | 0       | 0       | 0             | 8       | 0       | 0       | 2                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 16    |
| 8:30 AM                 | 0                   | 6       | 0       | 0       | 0             | 7       | 0       | 0       | 3                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 16    |
| 8:45 AM                 | 0                   | 5       | 0       | 0       | 0             | 12      | 0       | 0       | 1                    | 0       | 2       | 0       | 0                    | 0       | 0       | 0       | 20    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL            | ST      | SR      | SU      | EL                   | ET      | ER      | EU      | WL                   | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 47      | 0       | 0       | 0             | 68      | 0       | 0       | 8                    | 0       | 9       | 0       | 0                    | 0       | 0       | 0       | 132   |
|                         | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%         | 100.00% | 0.00%   | 0.00%   | 47.06%               | 0.00%   | 52.94%  | 0.00%   | 0                    | 0       | 0       | 0       |       |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |         |         |         |               |         |         |         |                      |         |         |         |                      |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 29      | 0       | 0       | 0             | 40      | 0       | 0       | 3                    | 0       | 5       | 0       | 0                    | 0       | 0       | 0       | 77    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.906   | 0.000   | 0.000   | 0.000         | 0.833   | 0.000   | 0.000   | 0.375                | 0.000   | 0.417   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.917 |
|                         | 0.906               |         |         |         | 0.833         |         |         |         | 0.667                |         |         |         |                      |         |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 16      | 0       | 0       | 0          | 14      | 0       | 0       | 7         | 0       | 4       | 0       | 0         | 0       | 0       | 0       | 41    |
| 4:15 PM                 | 0                   | 11      | 0       | 0       | 0          | 17      | 0       | 0       | 4         | 0       | 2       | 0       | 0         | 0       | 0       | 0       | 34    |
| 4:30 PM                 | 0                   | 17      | 0       | 0       | 0          | 8       | 0       | 0       | 5         | 0       | 4       | 0       | 0         | 0       | 0       | 0       | 34    |
| 4:45 PM                 | 0                   | 22      | 0       | 0       | 0          | 9       | 0       | 0       | 5         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 36    |
| 5:00 PM                 | 0                   | 12      | 0       | 0       | 0          | 26      | 0       | 0       | 6         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 44    |
| 5:15 PM                 | 0                   | 13      | 0       | 0       | 0          | 16      | 0       | 0       | 7         | 0       | 3       | 0       | 0         | 0       | 0       | 0       | 39    |
| 5:30 PM                 | 0                   | 9       | 0       | 0       | 0          | 9       | 0       | 0       | 4         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 23    |
| 5:45 PM                 | 0                   | 6       | 0       | 0       | 0          | 14      | 0       | 0       | 3         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 24    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 106     | 0       | 0       | 0          | 113     | 0       | 0       | 41        | 0       | 15      | 0       | 0         | 0       | 0       | 0       | 275   |
|                         | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%      | 100.00% | 0.00%   | 0.00%   | 73.21%    | 0.00%   | 26.79%  | 0.00%   | 0         | 0       | 0       | 0       |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 64      | 0       | 0       | 0          | 59      | 0       | 0       | 23        | 0       | 7       | 0       | 0         | 0       | 0       | 0       | 153   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.727   | 0.000   | 0.000   | 0.000      | 0.567   | 0.000   | 0.000   | 0.821     | 0.000   | 0.438   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.869 |
|                         | 0.727               |         |         |         | 0.567      |         |         |         | 0.750     |         |         |         |           |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp  
**City:** Chester  
**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | WB Exit 128 Off-Ramp |         |         |         | WB Exit 128 Off-Ramp |         |         |         |                    |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------------|---------|---------|---------|----------------------|---------|---------|---------|--------------------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND            |         |         |         | WESTBOUND            |         |         |         | TOTAL              |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |                    |
| 7:00 AM                 | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 1                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 3                  |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 0             | 1       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 1                  |
| 7:30 AM                 | 0                   | 2       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2                  |
| 7:45 AM                 | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2                  |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 1                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 2                  |
| 8:15 AM                 | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2                  |
| 8:30 AM                 | 0                   | 2       | 0       | 0       | 0             | 2       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 4                  |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 0             | 2       | 0       | 0       | 1                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 3                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>7 | NR<br>0 | NU<br>0 | SL<br>0       | ST<br>8 | SR<br>0 | SU<br>0 | EL<br>3              | ET<br>0 | ER<br>1 | EU<br>0 | WL<br>0              | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>19 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%         | 100.00% | 0.00%   | 0.00%   | 75.00%               | 0.00%   | 25.00%  | 0.00%   |                      |         |         |         |                    |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |         |         |         |               |         |         |         |                      |         |         |         |                      |         |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 4       | 0       | 0       | 0             | 2       | 0       | 0       | 1                    | 0       | 1       | 0       | 0                    | 0       | 0       | 0       | 8                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.500   | 0.000   | 0.000   | 0.000         | 0.500   | 0.000   | 0.000   | 0.250                | 0.000   | 0.250   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 1.000              |
|                         | 0.500               |         |         |         | 0.500         |         |         |         | 0.250                |         |         |         |                      |         |         |         |                    |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL              |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|--------------------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |                    |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 2                  |
| 4:15 PM                 | 0                   | 1       | 0       | 0       | 0          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 3                  |
| 4:30 PM                 | 0                   | 2       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 2                  |
| 4:45 PM                 | 0                   | 1       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1                  |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1                  |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0                  |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1                  |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>4 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>5 | SR<br>0 | SU<br>0 | EL<br>1   | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>10 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%      | 100.00% | 0.00%   | 0.00%   | 100.00%   | 0.00%   | 0.00%   | 0.00%   |           |         |         |         |                    |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 3       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 4                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.375   | 0.000   | 0.000   | 0.000      | 0.250   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.500              |
|                         | 0.375               |         |         |         | 0.250      |         |         |         |           |         |         |         |           |         |         |         |                    |

# National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp  
**City:** Chester

**Project ID:** 22-380005-003  
**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Craigville Rd              |    | Craigville Rd |    | WB Exit 128 Off-Ramp |    | WB Exit 128 Off-Ramp |       |
|-------------------------|----------------------------|----|---------------|----|----------------------|----|----------------------|-------|
| AM                      | NORTH LEG                  |    | SOUTH LEG     |    | EAST LEG             |    | WEST LEG             |       |
|                         | EB                         | WB | EB            | WB | NB                   | SB | NB                   | SB    |
| 7:00 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 7:15 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 7:30 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 7:45 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 8:00 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 8:15 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| 8:30 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 1                    | 0     |
| 8:45 AM                 | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB            | WB | NB                   | SB | NB                   | SB    |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0             | 0  | 0                    | 0  | 100.00%              | 0.00% |
| <b>PEAK HR :</b>        | <b>07:30 AM - 08:30 AM</b> |    |               |    |                      |    |                      |       |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0             | 0  | 0                    | 0  | 0                    | 0     |
| <b>PEAK HR FACTOR :</b> |                            |    |               |    |                      |    |                      |       |

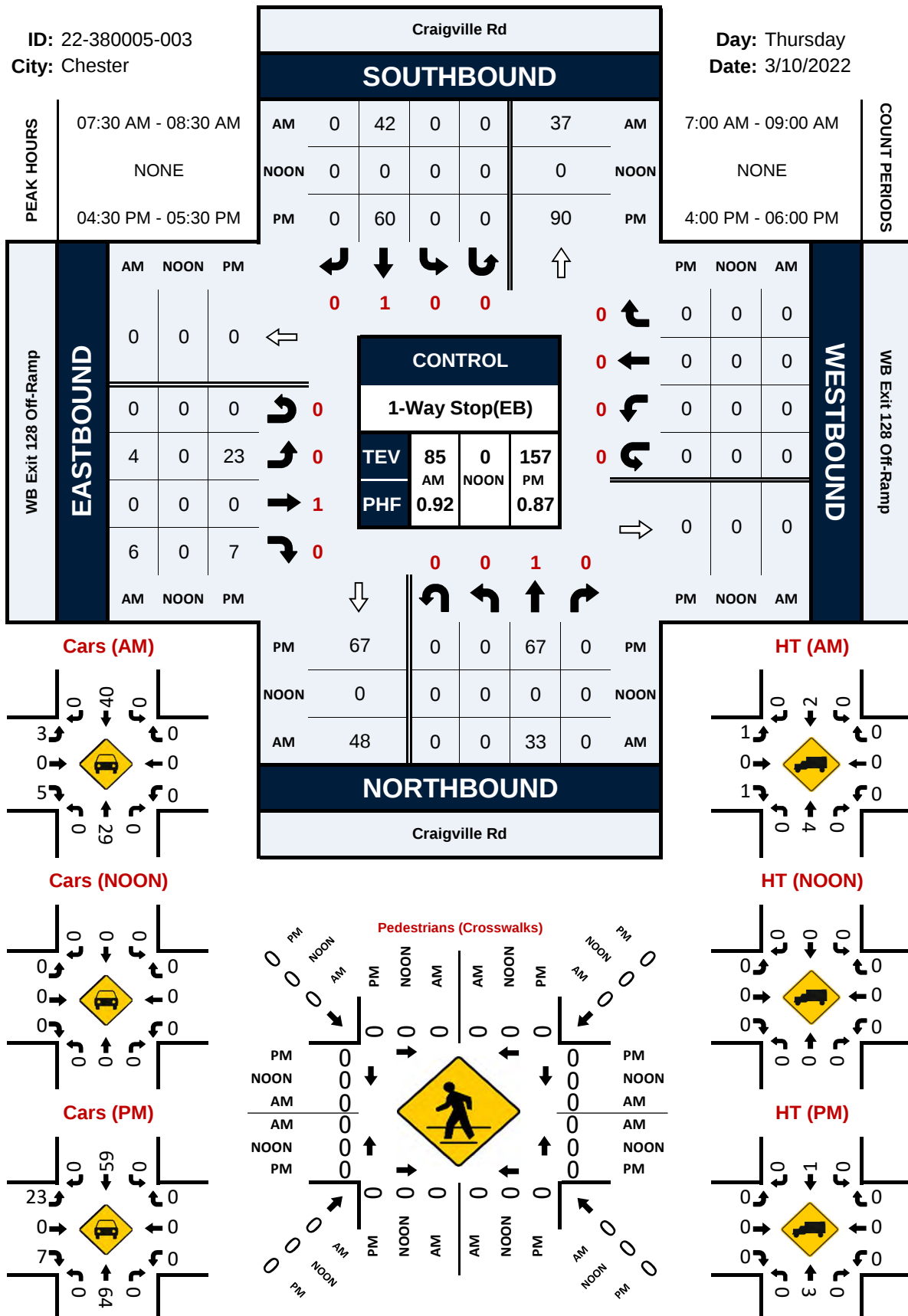
| PM                      | NORTH LEG                  |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |    |
|-------------------------|----------------------------|----|-----------|----|----------|----|----------|----|
|                         | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| 4:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR :</b>        | <b>04:30 PM - 05:30 PM</b> |    |           |    |          |    |          |    |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR FACTOR :</b> |                            |    |           |    |          |    |          |    |

# Craigville Rd & WB Exit 128 Off-Ramp

## Peak Hour Turning Movement Count

ID: 22-380005-003  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:   |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|------------------|---------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               |         | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  |         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 1<br>WR | 0<br>WU |       |
|                  | 7:00 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 68          | 15      | 0       | 0       | 0           | 22      | 0       | 0       | 105   |
|                  | 7:15 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 75          | 40      | 0       | 0       | 0           | 35      | 0       | 0       | 150   |
|                  | 7:30 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 55          | 23      | 0       | 0       | 0           | 32      | 1       | 0       | 111   |
|                  | 7:45 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 68          | 32      | 0       | 0       | 0           | 42      | 0       | 0       | 142   |
|                  | 8:00 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 55          | 24      | 0       | 0       | 0           | 41      | 0       | 0       | 120   |
|                  | 8:15 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 45          | 25      | 0       | 0       | 0           | 44      | 0       | 0       | 114   |
|                  | 8:30 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 60          | 31      | 0       | 0       | 0           | 47      | 0       | 0       | 138   |
|                  | 8:45 AM | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 43          | 44      | 0       | 0       | 0           | 49      | 0       | 0       | 136   |
| TOTAL VOLUMES :  |         | NL                              | NT      | NR      | NU      | SL                              | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   |         | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 469         | 234     | 0       | 0       | 0           | 312     | 1       | 0       | 1016  |
|                  |         | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 66.71%      | 33.29%  | 0.00%   | 0.00%   | 0.00%       | 99.68%  | 0.32%   | 0.00%   |       |
| PEAK HR :        |         | 07:15 AM - 08:15 AM             |         |         |         |                                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| PEAK HR VOL :    |         | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 253         | 119     | 0       | 0       | 0           | 150     | 1       | 0       | 523   |
| PEAK HR FACTOR : |         | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.843       | 0.744   | 0.000   | 0.000   | 0.000       | 0.893   | 0.250   | 0.000   | 0.872 |
|                  |         |                                 |         |         |         |                                 |         |         |         | 0.809       |         |         |         | 0.899       |         |         |         |       |

| PM               |         | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  |         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 1<br>WR | 0<br>WU |       |
|                  |         | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 38        | 30      | 0       | 0       | 0         | 62      | 1       | 0       | 131   |
|                  | 4:15 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 46        | 31      | 0       | 0       | 0         | 65      | 0       | 0       | 142   |
|                  | 4:30 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 33        | 24      | 0       | 0       | 0         | 48      | 1       | 0       | 106   |
|                  | 4:45 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 38        | 32      | 0       | 0       | 0         | 78      | 0       | 0       | 148   |
|                  | 5:00 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 45        | 38      | 0       | 0       | 0         | 95      | 0       | 0       | 178   |
|                  | 5:15 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 43        | 32      | 0       | 0       | 0         | 94      | 0       | 0       | 169   |
|                  | 5:30 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 35        | 26      | 0       | 0       | 0         | 61      | 0       | 0       | 122   |
|                  | 5:45 PM | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 37        | 28      | 0       | 0       | 0         | 60      | 0       | 0       | 125   |
| TOTAL VOLUMES :  |         | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   |         | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 315       | 241     | 0       | 0       | 0         | 563     | 2       | 0       | 1121  |
|                  |         | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 56.65%    | 43.35%  | 0.00%   | 0.00%   | 0.00%     | 99.65%  | 0.35%   | 0.00%   |       |
| PEAK HR :        |         | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| PEAK HR VOL :    |         | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 161       | 128     | 0       | 0       | 0         | 328     | 0       | 0       | 617   |
| PEAK HR FACTOR : |         | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.894     | 0.842   | 0.000   | 0.000   | 0.000     | 0.863   | 0.000   | 0.000   | 0.867 |
|                  |         |                     |         |         |         |            |         |         |         | 0.870     |         |         |         | 0.863     |         |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 1<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 63          | 15      | 0       | 0       | 0           | 20      | 0       | 0       | 98    |
| 7:15 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 70          | 37      | 0       | 0       | 0           | 33      | 0       | 0       | 140   |
| 7:30 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 48          | 19      | 0       | 0       | 0           | 29      | 1       | 0       | 97    |
| 7:45 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 59          | 30      | 0       | 0       | 0           | 39      | 0       | 0       | 128   |
| 8:00 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 54          | 22      | 0       | 0       | 0           | 40      | 0       | 0       | 116   |
| 8:15 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 41          | 24      | 0       | 0       | 0           | 42      | 0       | 0       | 107   |
| 8:30 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 54          | 30      | 0       | 0       | 0           | 39      | 0       | 0       | 123   |
| 8:45 AM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 38          | 44      | 0       | 0       | 0           | 44      | 0       | 0       | 126   |
| <b>TOTAL VOLUMES :</b>  | NL                              | NT      | NR      | NU      | SL                              | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 427         | 221     | 0       | 0       | 0           | 286     | 1       | 0       | 935   |
|                         |                                 |         |         |         |                                 |         |         |         | 65.90%      | 34.10%  | 0.00%   | 0.00%   | 0.00%       | 99.65%  | 0.35%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 07:15 AM - 08:15 AM             |         |         |         |                                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 231         | 108     | 0       | 0       | 0           | 141     | 1       | 0       | 481   |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.825       | 0.730   | 0.000   | 0.000   | 0.000       | 0.881   | 0.250   | 0.000   | 0.859 |
|                         |                                 |         |         |         |                                 |         |         |         | 0.792       |         |         |         |             | 0.888   |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 1<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 34        | 30      | 0       | 0       | 0         | 62      | 0       | 0       | 126   |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 43        | 30      | 0       | 0       | 0         | 64      | 0       | 0       | 137   |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 31        | 24      | 0       | 0       | 0         | 45      | 1       | 0       | 101   |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 38        | 31      | 0       | 0       | 0         | 75      | 0       | 0       | 144   |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 43        | 36      | 0       | 0       | 0         | 92      | 0       | 0       | 171   |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 43        | 32      | 0       | 0       | 0         | 91      | 0       | 0       | 166   |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 32        | 25      | 0       | 0       | 0         | 60      | 0       | 0       | 117   |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 34        | 25      | 0       | 0       | 0         | 58      | 0       | 0       | 117   |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 298       | 233     | 0       | 0       | 0         | 547     | 1       | 0       | 1079  |
|                         |                     |         |         |         |            |         |         |         | 56.12%    | 43.88%  | 0.00%   | 0.00%   | 0.00%     | 99.82%  | 0.18%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 156       | 124     | 0       | 0       | 0         | 318     | 0       | 0       | 598   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.907     | 0.861   | 0.000   | 0.000   | 0.000     | 0.864   | 0.000   | 0.000   | 0.874 |
|                         |                     |         |         |         |            |         |         |         | 0.886     |         |         |         |           | 0.864   |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |       |       |       | NYS Rte 17M Exit 127 EB On-Ramp |       |       |       | NYS Rte 17M |        |       |       | NYS Rte 17M |         |       |       |       |
|-------------------------|---------------------------------|-------|-------|-------|---------------------------------|-------|-------|-------|-------------|--------|-------|-------|-------------|---------|-------|-------|-------|
| AM                      | NORTHBOUND                      |       |       |       | SOUTHBOUND                      |       |       |       | EASTBOUND   |        |       |       | WESTBOUND   |         |       |       | TOTAL |
|                         | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 1           | 1      | 0     | 0     | 0           | 1       | 1     | 0     |       |
|                         | NL                              | NT    | NR    | NU    | SL                              | ST    | SR    | SU    | EL          | ET     | ER    | EU    | WL          | WT      | WR    | WU    |       |
| 7:00 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 5           | 0      | 0     | 0     | 0           | 2       | 0     | 0     | 7     |
| 7:15 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 5           | 3      | 0     | 0     | 0           | 2       | 0     | 0     | 10    |
| 7:30 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 7           | 4      | 0     | 0     | 0           | 3       | 0     | 0     | 14    |
| 7:45 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 9           | 2      | 0     | 0     | 0           | 3       | 0     | 0     | 14    |
| 8:00 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 1           | 2      | 0     | 0     | 0           | 1       | 0     | 0     | 4     |
| 8:15 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 4           | 1      | 0     | 0     | 0           | 2       | 0     | 0     | 7     |
| 8:30 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 6           | 1      | 0     | 0     | 0           | 8       | 0     | 0     | 15    |
| 8:45 AM                 | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 5           | 0      | 0     | 0     | 0           | 5       | 0     | 0     | 10    |
| <b>TOTAL VOLUMES :</b>  | NL                              | NT    | NR    | NU    | SL                              | ST    | SR    | SU    | EL          | ET     | ER    | EU    | WL          | WT      | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 42          | 13     | 0     | 0     | 0           | 26      | 0     | 0     | 81    |
|                         |                                 |       |       |       |                                 |       |       |       | 76.36%      | 23.64% | 0.00% | 0.00% | 0.00%       | 100.00% | 0.00% | 0.00% |       |
| <b>PEAK HR :</b>        | 07:15 AM - 08:15 AM             |       |       |       |                                 |       |       |       |             |        |       |       |             |         |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                               | 0     | 0     | 0     | 0                               | 0     | 0     | 0     | 22          | 11     | 0     | 0     | 0           | 9       | 0     | 0     | 42    |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000 | 0.000 | 0.000 | 0.000                           | 0.000 | 0.000 | 0.000 | 0.611       | 0.688  | 0.000 | 0.000 | 0.000       | 0.750   | 0.000 | 0.000 | 0.750 |
|                         |                                 |       |       |       |                                 |       |       |       |             | 0.750  |       |       |             | 0.750   |       |       |       |

| PM                      | NORTHBOUND          |       |       |       | SOUTHBOUND |       |       |       | EASTBOUND |        |       |       | WESTBOUND |        |       |       | TOTAL |
|-------------------------|---------------------|-------|-------|-------|------------|-------|-------|-------|-----------|--------|-------|-------|-----------|--------|-------|-------|-------|
|                         | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 1         | 1      | 0     | 0     | 0         | 1      | 1     | 0     |       |
|                         | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL        | ET     | ER    | EU    | WL        | WT     | WR    | WU    |       |
| 4:00 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 4         | 0      | 0     | 0     | 0         | 0      | 1     | 0     | 5     |
| 4:15 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 3         | 1      | 0     | 0     | 0         | 1      | 0     | 0     | 5     |
| 4:30 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 2         | 0      | 0     | 0     | 0         | 3      | 0     | 0     | 5     |
| 4:45 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0         | 1      | 0     | 0     | 0         | 3      | 0     | 0     | 4     |
| 5:00 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 2         | 2      | 0     | 0     | 0         | 3      | 0     | 0     | 7     |
| 5:15 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0         | 0      | 0     | 0     | 0         | 3      | 0     | 0     | 3     |
| 5:30 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 3         | 1      | 0     | 0     | 0         | 1      | 0     | 0     | 5     |
| 5:45 PM                 | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 3         | 3      | 0     | 0     | 0         | 2      | 0     | 0     | 8     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL        | ET     | ER    | EU    | WL        | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 17        | 8      | 0     | 0     | 0         | 16     | 1     | 0     | 42    |
|                         |                     |       |       |       |            |       |       |       | 68.00%    | 32.00% | 0.00% | 0.00% | 0.00%     | 94.12% | 5.88% | 0.00% |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |       |       |       |            |       |       |       |           |        |       |       |           |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 5         | 4      | 0     | 0     | 0         | 10     | 0     | 0     | 19    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000 | 0.000 | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.417     | 0.500  | 0.000 | 0.000 | 0.000     | 0.833  | 0.000 | 0.000 | 0.679 |
|                         |                     |       |       |       |            |       |       |       |           | 0.563  |       |       |           | 0.833  |       |       |       |

# National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

City: Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Project ID:** 22-380005-004

**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| <b>NS/EW Streets:</b>                     | NYS Rte 17M Exit 127 EB<br>On-Ramp | NYS Rte 17M Exit 127 EB<br>On-Ramp | NYS Rte 17M            | NYS Rte 17M            |            |
|-------------------------------------------|------------------------------------|------------------------------------|------------------------|------------------------|------------|
| <b>AM</b>                                 | NORTH LEG<br>EB      WB            | SOUTH LEG<br>EB      WB            | EAST LEG<br>NB      SB | WEST LEG<br>NB      SB | TOTAL      |
| 7:00 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 7:15 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 7:30 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 7:45 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 8:00 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 8:15 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 8:30 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| 8:45 AM                                   | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |
| <b>TOTAL VOLUMES :<br/>APPROACH %'s :</b> | EB      WB<br>0      0             | EB      WB<br>0      0             | NB      SB<br>0      0 | NB      SB<br>0      0 | TOTAL<br>0 |
| <b>PEAK HR :</b>                          | <b>07:15 AM - 08:15 AM</b>         |                                    |                        |                        | TOTAL      |
| <b>PEAK HR VOL :<br/>PEAK HR FACTOR :</b> | 0      0                           | 0      0                           | 0      0               | 0      0               | 0          |

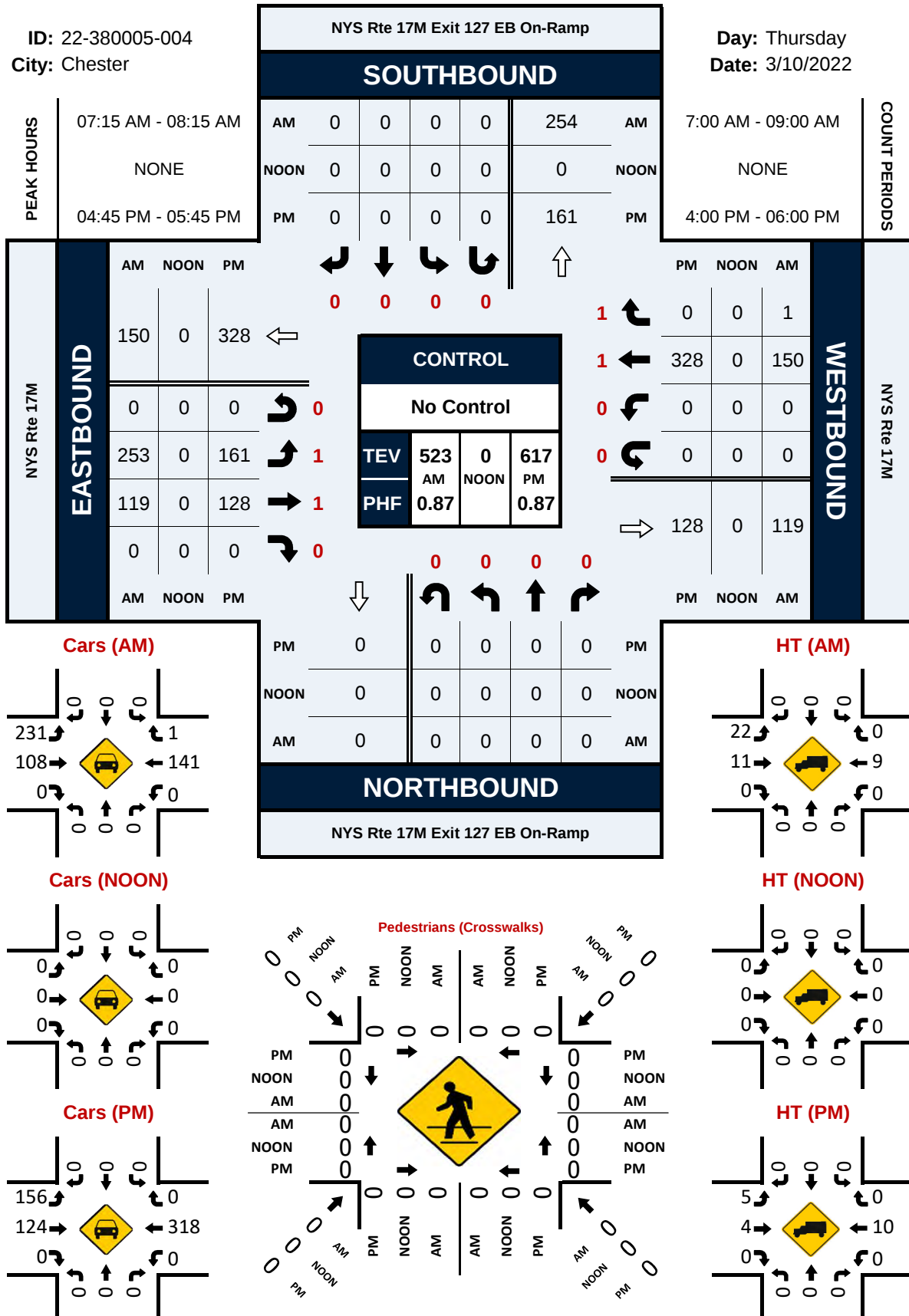
| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 04:45 PM - 05:45 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| PEAK HR FACTOR :                  |                     |         |           |         |          |         |          |         |            |

# NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-004  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-005  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |          |           |         | Kings Hwy/Lehigh Ave |           |          |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|----------------------|----------|-----------|---------|----------------------|-----------|----------|---------|-------------|-----------|-----------|---------|-------------|-----------|---------|---------|----------------------|
| AM                      | NORTHBOUND           |          |           |         | SOUTHBOUND           |           |          |         | EASTBOUND   |           |           |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL              | 1<br>NT  | 1<br>NR   | 0<br>NU | 0<br>SL              | 1<br>ST   | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 1<br>ER   | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 65                   | 0        | 58        | 0       | 1                    | 21        | 16       | 0       | 8           | 35        | 43        | 0       | 1           | 25        | 0       | 0       | 273                  |
| 7:15 AM                 | 95                   | 1        | 60        | 0       | 2                    | 15        | 8        | 0       | 6           | 56        | 41        | 0       | 7           | 33        | 1       | 0       | 325                  |
| 7:30 AM                 | 87                   | 1        | 38        | 0       | 3                    | 19        | 11       | 0       | 0           | 44        | 63        | 0       | 2           | 28        | 0       | 0       | 296                  |
| 7:45 AM                 | 105                  | 0        | 42        | 0       | 0                    | 33        | 12       | 0       | 1           | 52        | 79        | 0       | 5           | 45        | 0       | 0       | 374                  |
| 8:00 AM                 | 95                   | 1        | 39        | 0       | 3                    | 19        | 13       | 0       | 3           | 39        | 57        | 0       | 7           | 31        | 0       | 0       | 307                  |
| 8:15 AM                 | 77                   | 0        | 39        | 0       | 3                    | 16        | 16       | 0       | 2           | 33        | 70        | 0       | 10          | 30        | 0       | 0       | 296                  |
| 8:30 AM                 | 88                   | 3        | 43        | 0       | 0                    | 19        | 8        | 0       | 5           | 46        | 71        | 0       | 7           | 39        | 0       | 0       | 329                  |
| 8:45 AM                 | 84                   | 4        | 43        | 0       | 3                    | 45        | 10       | 0       | 6           | 43        | 66        | 0       | 8           | 39        | 0       | 0       | 351                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>696            | NT<br>10 | NR<br>362 | NU<br>0 | SL<br>15             | ST<br>187 | SR<br>94 | SU<br>0 | EL<br>31    | ET<br>348 | ER<br>490 | EU<br>0 | WL<br>47    | WT<br>270 | WR<br>1 | WU<br>0 | <b>TOTAL</b><br>2551 |
| <b>APPROACH %'s :</b>   | 65.17%               | 0.94%    | 33.90%    | 0.00%   | 5.07%                | 63.18%    | 31.76%   | 0.00%   | 3.57%       | 40.05%    | 56.39%    | 0.00%   | 14.78%      | 84.91%    | 0.31%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM  |          |           |         |                      |           |          |         |             |           |           |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 365                  | 4        | 163       | 0       | 6                    | 87        | 49       | 0       | 11          | 170       | 277       | 0       | 29          | 145       | 0       | 0       | 1306                 |
| <b>PEAK HR FACTOR :</b> | 0.869                | 0.333    | 0.948     | 0.000   | 0.500                | 0.659     | 0.766    | 0.000   | 0.550       | 0.817     | 0.877     | 0.000   | 0.725       | 0.806     | 0.000   | 0.000   | 0.873                |
|                         | 0.905                |          |           |         | 0.789                |           |          |         | 0.867       |           |           |         | 0.870       |           |         |         |                      |

| PM                      | NORTHBOUND          |          |           |         | SOUTHBOUND |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |         |         | TOTAL                |
|-------------------------|---------------------|----------|-----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|---------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT  | 1<br>NR   | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL   | 1<br>ET   | 1<br>ER   | 0<br>EU | 0<br>WL   | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 94                  | 1        | 37        | 0       | 2          | 46        | 31        | 0       | 8         | 25        | 84        | 0       | 10        | 57        | 1       | 0       | 396                  |
| 4:15 PM                 | 110                 | 2        | 30        | 0       | 3          | 50        | 30        | 0       | 0         | 37        | 95        | 0       | 9         | 56        | 0       | 0       | 422                  |
| 4:30 PM                 | 94                  | 1        | 33        | 0       | 0          | 49        | 36        | 0       | 3         | 32        | 140       | 0       | 8         | 45        | 0       | 0       | 441                  |
| 4:45 PM                 | 76                  | 3        | 39        | 0       | 5          | 59        | 32        | 0       | 7         | 36        | 116       | 0       | 13        | 73        | 0       | 0       | 459                  |
| 5:00 PM                 | 91                  | 3        | 48        | 0       | 0          | 42        | 29        | 0       | 4         | 47        | 96        | 0       | 13        | 80        | 0       | 0       | 453                  |
| 5:15 PM                 | 90                  | 2        | 31        | 0       | 4          | 64        | 29        | 0       | 8         | 38        | 98        | 0       | 21        | 79        | 0       | 0       | 464                  |
| 5:30 PM                 | 92                  | 5        | 25        | 0       | 1          | 55        | 27        | 0       | 6         | 40        | 99        | 0       | 14        | 47        | 0       | 0       | 411                  |
| 5:45 PM                 | 87                  | 1        | 32        | 0       | 0          | 41        | 28        | 0       | 11        | 27        | 106       | 0       | 12        | 48        | 0       | 0       | 393                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>734           | NT<br>18 | NR<br>275 | NU<br>0 | SL<br>15   | ST<br>406 | SR<br>242 | SU<br>0 | EL<br>47  | ET<br>282 | ER<br>834 | EU<br>0 | WL<br>100 | WT<br>485 | WR<br>1 | WU<br>0 | <b>TOTAL</b><br>3439 |
| <b>APPROACH %'s :</b>   | 71.47%              | 1.75%    | 26.78%    | 0.00%   | 2.26%      | 61.24%    | 36.50%    | 0.00%   | 4.04%     | 24.25%    | 71.71%    | 0.00%   | 17.06%    | 82.76%    | 0.17%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |          |           |         |            |           |           |         |           |           |           |         |           |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 351                 | 9        | 151       | 0       | 9          | 214       | 126       | 0       | 22        | 153       | 450       | 0       | 55        | 277       | 0       | 0       | 1817                 |
| <b>PEAK HR FACTOR :</b> | 0.934               | 0.750    | 0.786     | 0.000   | 0.450      | 0.836     | 0.875     | 0.000   | 0.688     | 0.814     | 0.804     | 0.000   | 0.655     | 0.866     | 0.000   | 0.000   | 0.979                |
|                         | 0.900               |          |           |         | 0.899      |           |           |         | 0.893     |           |           |         | 0.830     |           |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-005  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |         |           |         | Kings Hwy/Lehigh Ave |           |          |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|----------------------|---------|-----------|---------|----------------------|-----------|----------|---------|-------------|-----------|-----------|---------|-------------|-----------|---------|---------|----------------------|
| AM                      | NORTHBOUND           |         |           |         | SOUTHBOUND           |           |          |         | EASTBOUND   |           |           |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL              | 1<br>NT | 1<br>NR   | 0<br>NU | 0<br>SL              | 1<br>ST   | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 1<br>ER   | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 62                   | 0       | 53        | 0       | 1                    | 16        | 10       | 0       | 6           | 33        | 37        | 0       | 1           | 21        | 0       | 0       | 240                  |
| 7:15 AM                 | 89                   | 1       | 56        | 0       | 2                    | 11        | 7        | 0       | 6           | 52        | 38        | 0       | 6           | 30        | 1       | 0       | 299                  |
| 7:30 AM                 | 83                   | 1       | 33        | 0       | 3                    | 14        | 9        | 0       | 0           | 38        | 59        | 0       | 2           | 26        | 0       | 0       | 268                  |
| 7:45 AM                 | 100                  | 0       | 39        | 0       | 0                    | 28        | 10       | 0       | 1           | 44        | 72        | 0       | 3           | 44        | 0       | 0       | 341                  |
| 8:00 AM                 | 90                   | 0       | 37        | 0       | 3                    | 17        | 10       | 0       | 2           | 38        | 50        | 0       | 7           | 31        | 0       | 0       | 285                  |
| 8:15 AM                 | 74                   | 0       | 37        | 0       | 3                    | 13        | 15       | 0       | 1           | 30        | 64        | 0       | 9           | 27        | 0       | 0       | 273                  |
| 8:30 AM                 | 82                   | 3       | 40        | 0       | 0                    | 15        | 8        | 0       | 5           | 45        | 70        | 0       | 6           | 35        | 0       | 0       | 309                  |
| 8:45 AM                 | 83                   | 2       | 37        | 0       | 3                    | 37        | 9        | 0       | 6           | 42        | 63        | 0       | 6           | 34        | 0       | 0       | 322                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>663            | NT<br>7 | NR<br>332 | NU<br>0 | SL<br>15             | ST<br>151 | SR<br>78 | SU<br>0 | EL<br>27    | ET<br>322 | ER<br>453 | EU<br>0 | WL<br>40    | WT<br>248 | WR<br>1 | WU<br>0 | <b>TOTAL</b><br>2337 |
| <b>APPROACH %'s :</b>   | 66.17%               | 0.70%   | 33.13%    | 0.00%   | 6.15%                | 61.89%    | 31.97%   | 0.00%   | 3.37%       | 40.15%    | 56.48%    | 0.00%   | 13.84%      | 85.81%    | 0.35%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM  |         |           |         |                      |           |          |         |             |           |           |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 346                  | 3       | 153       | 0       | 6                    | 73        | 43       | 0       | 9           | 157       | 256       | 0       | 25          | 137       | 0       | 0       | 1208                 |
| <b>PEAK HR FACTOR :</b> | 0.865                | 0.250   | 0.956     | 0.000   | 0.500                | 0.652     | 0.717    | 0.000   | 0.450       | 0.872     | 0.889     | 0.000   | 0.694       | 0.778     | 0.000   | 0.000   | 0.886                |
|                         | 0.903                |         |           |         | 0.803                |           |          |         | 0.879       |           |           |         | 0.862       |           |         |         |                      |

| PM                      | NORTHBOUND          |          |           |         | SOUTHBOUND |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |         |         | TOTAL                |
|-------------------------|---------------------|----------|-----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|---------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT  | 1<br>NR   | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL   | 1<br>ET   | 1<br>ER   | 0<br>EU | 0<br>WL   | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 90                  | 1        | 34        | 0       | 2          | 43        | 30        | 0       | 8         | 25        | 79        | 0       | 10        | 54        | 1       | 0       | 377                  |
| 4:15 PM                 | 104                 | 2        | 27        | 0       | 3          | 45        | 30        | 0       | 0         | 35        | 92        | 0       | 8         | 55        | 0       | 0       | 401                  |
| 4:30 PM                 | 88                  | 1        | 31        | 0       | 0          | 45        | 35        | 0       | 3         | 31        | 134       | 0       | 8         | 43        | 0       | 0       | 419                  |
| 4:45 PM                 | 74                  | 3        | 39        | 0       | 5          | 50        | 32        | 0       | 6         | 36        | 115       | 0       | 11        | 71        | 0       | 0       | 442                  |
| 5:00 PM                 | 88                  | 3        | 45        | 0       | 0          | 39        | 28        | 0       | 4         | 43        | 95        | 0       | 13        | 75        | 0       | 0       | 433                  |
| 5:15 PM                 | 89                  | 2        | 31        | 0       | 4          | 58        | 27        | 0       | 8         | 36        | 96        | 0       | 20        | 76        | 0       | 0       | 447                  |
| 5:30 PM                 | 87                  | 4        | 23        | 0       | 1          | 54        | 27        | 0       | 6         | 39        | 99        | 0       | 13        | 47        | 0       | 0       | 400                  |
| 5:45 PM                 | 84                  | 1        | 28        | 0       | 0          | 37        | 28        | 0       | 11        | 26        | 105       | 0       | 11        | 47        | 0       | 0       | 378                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>704           | NT<br>17 | NR<br>258 | NU<br>0 | SL<br>15   | ST<br>371 | SR<br>237 | SU<br>0 | EL<br>46  | ET<br>271 | ER<br>815 | EU<br>0 | WL<br>94  | WT<br>468 | WR<br>1 | WU<br>0 | <b>TOTAL</b><br>3297 |
| <b>APPROACH %'s :</b>   | 71.91%              | 1.74%    | 26.35%    | 0.00%   | 2.41%      | 59.55%    | 38.04%    | 0.00%   | 4.06%     | 23.94%    | 72.00%    | 0.00%   | 16.70%    | 83.13%    | 0.18%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |          |           |         |            |           |           |         |           |           |           |         |           |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 339                 | 9        | 146       | 0       | 9          | 192       | 122       | 0       | 21        | 146       | 440       | 0       | 52        | 265       | 0       | 0       | 1741                 |
| <b>PEAK HR FACTOR :</b> | 0.952               | 0.750    | 0.811     | 0.000   | 0.450      | 0.828     | 0.871     | 0.000   | 0.656     | 0.849     | 0.821     | 0.000   | 0.650     | 0.872     | 0.000   | 0.000   | 0.974                |
|                         | 0.908               |          |           |         | 0.907      |           |           |         | 0.903     |           |           |         | 0.826     |           |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-005  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |         |          |         | Kings Hwy/Lehigh Ave |          |          |         | NYS Rte 17M |          |          |         | NYS Rte 17M |          |         |         |                     |
|-------------------------|----------------------|---------|----------|---------|----------------------|----------|----------|---------|-------------|----------|----------|---------|-------------|----------|---------|---------|---------------------|
| AM                      | NORTHBOUND           |         |          |         | SOUTHBOUND           |          |          |         | EASTBOUND   |          |          |         | WESTBOUND   |          |         |         | TOTAL               |
|                         | 0<br>NL              | 1<br>NT | 1<br>NR  | 0<br>NU | 0<br>SL              | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET  | 1<br>ER  | 0<br>EU | 0<br>WL     | 1<br>WT  | 0<br>WR | 0<br>WU |                     |
| 7:00 AM                 | 3                    | 0       | 5        | 0       | 0                    | 5        | 6        | 0       | 2           | 2        | 6        | 0       | 0           | 4        | 0       | 0       | 33                  |
| 7:15 AM                 | 6                    | 0       | 4        | 0       | 0                    | 4        | 1        | 0       | 0           | 4        | 3        | 0       | 1           | 3        | 0       | 0       | 26                  |
| 7:30 AM                 | 4                    | 0       | 5        | 0       | 0                    | 5        | 2        | 0       | 0           | 6        | 4        | 0       | 0           | 2        | 0       | 0       | 28                  |
| 7:45 AM                 | 5                    | 0       | 3        | 0       | 0                    | 5        | 2        | 0       | 0           | 8        | 7        | 0       | 2           | 1        | 0       | 0       | 33                  |
| 8:00 AM                 | 5                    | 1       | 2        | 0       | 0                    | 2        | 3        | 0       | 1           | 1        | 7        | 0       | 0           | 0        | 0       | 0       | 22                  |
| 8:15 AM                 | 3                    | 0       | 2        | 0       | 0                    | 3        | 1        | 0       | 1           | 3        | 6        | 0       | 1           | 3        | 0       | 0       | 23                  |
| 8:30 AM                 | 6                    | 0       | 3        | 0       | 0                    | 4        | 0        | 0       | 0           | 1        | 1        | 0       | 1           | 4        | 0       | 0       | 20                  |
| 8:45 AM                 | 1                    | 2       | 6        | 0       | 0                    | 8        | 1        | 0       | 0           | 1        | 3        | 0       | 2           | 5        | 0       | 0       | 29                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>33             | NT<br>3 | NR<br>30 | NU<br>0 | SL<br>0              | ST<br>36 | SR<br>16 | SU<br>0 | EL<br>4     | ET<br>26 | ER<br>37 | EU<br>0 | WL<br>7     | WT<br>22 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>214 |
| <b>APPROACH %'s :</b>   | 50.00%               | 4.55%   | 45.45%   | 0.00%   | 0.00%                | 69.23%   | 30.77%   | 0.00%   | 5.97%       | 38.81%   | 55.22%   | 0.00%   | 24.14%      | 75.86%   | 0.00%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM  |         |          |         |                      |          |          |         |             |          |          |         |             |          |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 19                   | 1       | 10       | 0       | 0                    | 14       | 6        | 0       | 2           | 13       | 21       | 0       | 4           | 8        | 0       | 0       | 98                  |
| <b>PEAK HR FACTOR :</b> | 0.792                | 0.250   | 0.833    | 0.000   | 0.000                | 0.700    | 0.500    | 0.000   | 0.500       | 0.406    | 0.750    | 0.000   | 0.500       | 0.500    | 0.000   | 0.000   | 0.742               |
|                         | 0.833                |         |          |         | 0.714                |          |          |         | 0.600       |          |          |         | 0.600       |          |         |         |                     |

| PM                      | NORTHBOUND          |         |          |         | SOUTHBOUND |          |         |         | EASTBOUND |          |          |         | WESTBOUND |          |         |         | TOTAL               |
|-------------------------|---------------------|---------|----------|---------|------------|----------|---------|---------|-----------|----------|----------|---------|-----------|----------|---------|---------|---------------------|
|                         | 0<br>NL             | 1<br>NT | 1<br>NR  | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET  | 1<br>ER  | 0<br>EU | 0<br>WL   | 1<br>WT  | 0<br>WR | 0<br>WU |                     |
| 4:00 PM                 | 4                   | 0       | 3        | 0       | 0          | 3        | 1       | 0       | 0         | 0        | 5        | 0       | 0         | 3        | 0       | 0       | 19                  |
| 4:15 PM                 | 6                   | 0       | 3        | 0       | 0          | 5        | 0       | 0       | 0         | 2        | 3        | 0       | 1         | 1        | 0       | 0       | 21                  |
| 4:30 PM                 | 6                   | 0       | 2        | 0       | 0          | 4        | 1       | 0       | 0         | 1        | 6        | 0       | 0         | 2        | 0       | 0       | 22                  |
| 4:45 PM                 | 2                   | 0       | 0        | 0       | 0          | 9        | 0       | 0       | 1         | 0        | 1        | 0       | 2         | 2        | 0       | 0       | 17                  |
| 5:00 PM                 | 3                   | 0       | 3        | 0       | 0          | 3        | 1       | 0       | 0         | 4        | 1        | 0       | 0         | 5        | 0       | 0       | 20                  |
| 5:15 PM                 | 1                   | 0       | 0        | 0       | 0          | 6        | 2       | 0       | 0         | 2        | 2        | 0       | 1         | 3        | 0       | 0       | 17                  |
| 5:30 PM                 | 5                   | 1       | 2        | 0       | 0          | 1        | 0       | 0       | 0         | 1        | 0        | 0       | 1         | 0        | 0       | 0       | 11                  |
| 5:45 PM                 | 3                   | 0       | 4        | 0       | 0          | 4        | 0       | 0       | 0         | 1        | 1        | 0       | 1         | 1        | 0       | 0       | 15                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>30            | NT<br>1 | NR<br>17 | NU<br>0 | SL<br>0    | ST<br>35 | SR<br>5 | SU<br>0 | EL<br>1   | ET<br>11 | ER<br>19 | EU<br>0 | WL<br>6   | WT<br>17 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>142 |
| <b>APPROACH %'s :</b>   | 62.50%              | 2.08%   | 35.42%   | 0.00%   | 0.00%      | 87.50%   | 12.50%  | 0.00%   | 3.23%     | 35.48%   | 61.29%   | 0.00%   | 26.09%    | 73.91%   | 0.00%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |          |         |            |          |         |         |           |          |          |         |           |          |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 12                  | 0       | 5        | 0       | 0          | 22       | 4       | 0       | 1         | 7        | 10       | 0       | 3         | 12       | 0       | 0       | 76                  |
| <b>PEAK HR FACTOR :</b> | 0.500               | 0.000   | 0.417    | 0.000   | 0.000      | 0.611    | 0.500   | 0.000   | 0.250     | 0.438    | 0.417    | 0.000   | 0.375     | 0.600    | 0.000   | 0.000   | 0.864               |
|                         | 0.531               |         |          |         | 0.722      |          |         |         | 0.643     |          |          |         | 0.750     |          |         |         |                     |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-005

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Project ID:** 22-380005-005

**Date:** 3/10/2022

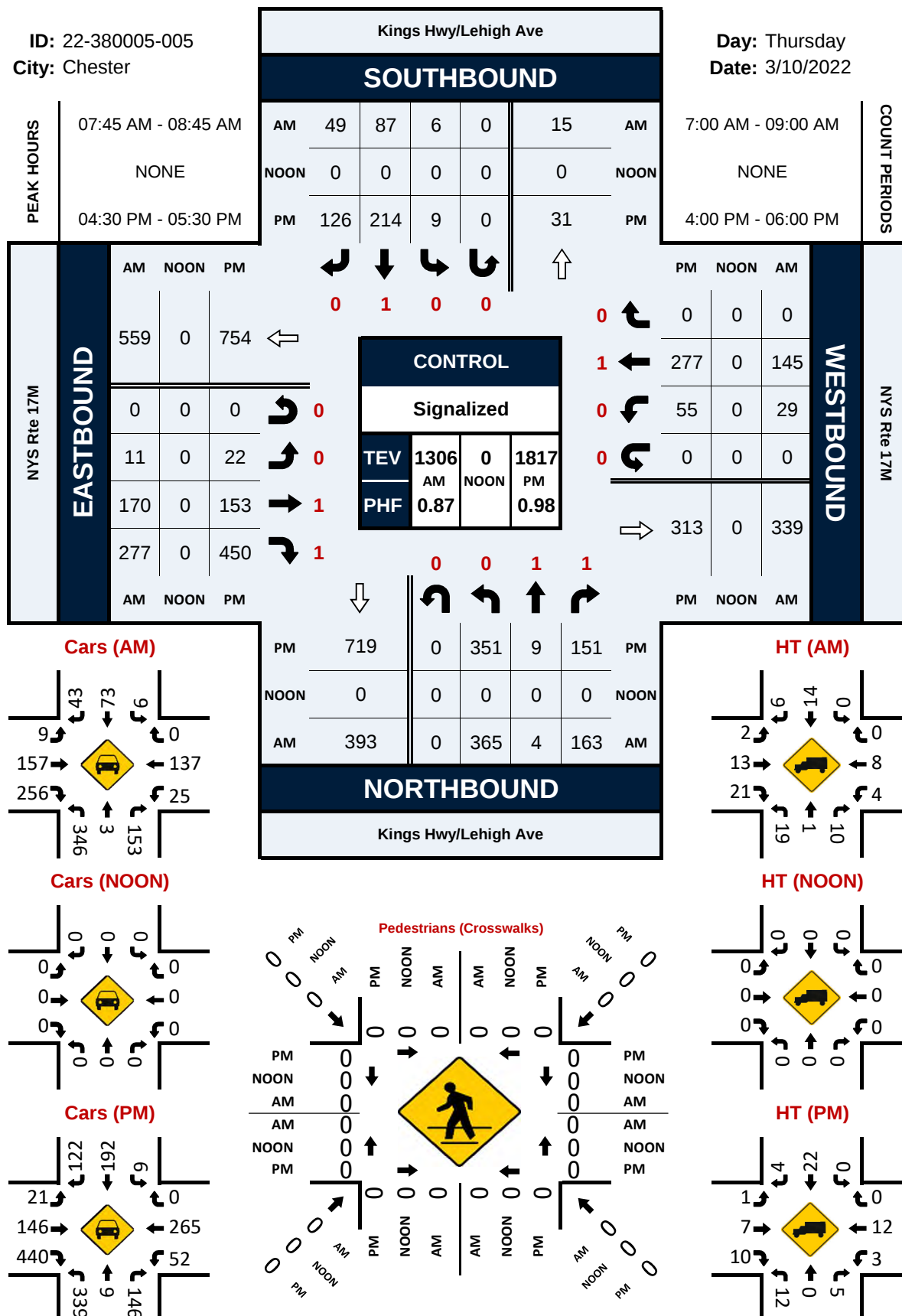
## Data - Pedestrians (Crosswalks)

| NS/EW Streets:                    | Kings Hwy/Lehigh Ave |         | Kings Hwy/Lehigh Ave |         | NYS Rte 17M |         | NYS Rte 17M |         |            |
|-----------------------------------|----------------------|---------|----------------------|---------|-------------|---------|-------------|---------|------------|
| AM                                | NORTH LEG            |         | SOUTH LEG            |         | EAST LEG    |         | WEST LEG    |         |            |
|                                   | EB                   | WB      | EB                   | WB      | NB          | SB      | NB          | SB      | TOTAL      |
|                                   | 7:00 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 7:15 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 7:30 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 7:45 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 8:00 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 8:15 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 8:30 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
|                                   | 8:45 AM              | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0              | WB<br>0 | EB<br>0              | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>0     | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 07:45 AM - 08:45 AM  |         |                      |         |             |         |             |         | TOTAL      |
| PEAK HR VOL :                     | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| PEAK HR FACTOR :                  |                      |         |                      |         |             |         |             |         |            |

| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 04:30 PM - 05:30 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| PEAK HR FACTOR :                  |                     |         |           |         |          |         |          |         |            |

**ID:** 22-380005-005  
**City:** Chester

**Day:** Thursday  
**Date:** 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-006  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Academy Ave/Rte 94  |           |           |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                      |
|-------------------------|---------------------|-----------|-----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|----------------------|
| AM                      | NORTHBOUND          |           |           |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL                |
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 25                  | 12        | 61        | 0       | 9                  | 44        | 6         | 0       | 10          | 24        | 14        | 0       | 55          | 23        | 1         | 0       | 284                  |
| 7:15 AM                 | 23                  | 19        | 55        | 0       | 9                  | 42        | 10        | 0       | 5           | 29        | 39        | 0       | 79          | 30        | 0         | 0       | 340                  |
| 7:30 AM                 | 32                  | 26        | 47        | 0       | 8                  | 58        | 17        | 0       | 17          | 35        | 37        | 0       | 76          | 36        | 0         | 0       | 389                  |
| 7:45 AM                 | 23                  | 22        | 61        | 0       | 6                  | 67        | 15        | 0       | 13          | 35        | 33        | 0       | 97          | 56        | 0         | 0       | 428                  |
| 8:00 AM                 | 25                  | 33        | 59        | 0       | 12                 | 37        | 17        | 0       | 13          | 28        | 25        | 0       | 91          | 43        | 2         | 0       | 385                  |
| 8:15 AM                 | 25                  | 25        | 42        | 0       | 14                 | 55        | 22        | 0       | 18          | 47        | 38        | 0       | 74          | 33        | 5         | 0       | 398                  |
| 8:30 AM                 | 27                  | 30        | 50        | 0       | 10                 | 47        | 25        | 0       | 19          | 48        | 38        | 0       | 77          | 43        | 2         | 0       | 416                  |
| 8:45 AM                 | 33                  | 22        | 58        | 0       | 16                 | 52        | 25        | 0       | 8           | 31        | 34        | 0       | 71          | 42        | 4         | 0       | 396                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>213           | NT<br>189 | NR<br>433 | NU<br>0 | SL<br>84           | ST<br>402 | SR<br>137 | SU<br>0 | EL<br>103   | ET<br>277 | ER<br>258 | EU<br>0 | WL<br>620   | WT<br>306 | WR<br>14  | WU<br>0 | <b>TOTAL</b><br>3036 |
| <b>APPROACH %'s :</b>   | 25.51%              | 22.63%    | 51.86%    | 0.00%   | 13.48%             | 64.53%    | 21.99%    | 0.00%   | 16.14%      | 43.42%    | 40.44%    | 0.00%   | 65.96%      | 32.55%    | 1.49%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |           |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 100                 | 110       | 212       | 0       | 42                 | 206       | 79        | 0       | 63          | 158       | 134       | 0       | 339         | 175       | 9         | 0       | 1627                 |
| <b>PEAK HR FACTOR :</b> | 0.926               | 0.833     | 0.869     | 0.000   | 0.750              | 0.769     | 0.790     | 0.000   | 0.829       | 0.823     | 0.882     | 0.000   | 0.874       | 0.781     | 0.450     | 0.000   | 0.950                |
|                         | 0.902               |           |           |         | 0.898              |           |           |         | 0.845       |           |           |         | 0.855       |           |           |         |                      |

| PM                      | NORTHBOUND          |           |           |         | SOUTHBOUND |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|-----------|-----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL    | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL   | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL   | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 59                  | 44        | 62        | 0       | 12         | 49        | 27        | 0       | 30        | 59        | 48        | 0       | 100       | 83        | 5         | 0       | 578                  |
| 4:15 PM                 | 53                  | 50        | 58        | 0       | 17         | 43        | 27        | 0       | 17        | 64        | 41        | 0       | 72        | 85        | 3         | 0       | 530                  |
| 4:30 PM                 | 65                  | 33        | 53        | 0       | 20         | 42        | 33        | 0       | 23        | 77        | 46        | 0       | 96        | 89        | 9         | 0       | 586                  |
| 4:45 PM                 | 65                  | 53        | 62        | 0       | 19         | 42        | 20        | 0       | 32        | 80        | 62        | 0       | 58        | 73        | 1         | 0       | 567                  |
| 5:00 PM                 | 61                  | 43        | 62        | 0       | 13         | 38        | 33        | 0       | 27        | 62        | 53        | 0       | 104       | 90        | 6         | 0       | 592                  |
| 5:15 PM                 | 69                  | 51        | 70        | 0       | 16         | 29        | 25        | 0       | 30        | 85        | 49        | 0       | 91        | 77        | 4         | 0       | 596                  |
| 5:30 PM                 | 56                  | 43        | 67        | 0       | 11         | 28        | 17        | 0       | 36        | 72        | 49        | 0       | 82        | 70        | 6         | 0       | 537                  |
| 5:45 PM                 | 65                  | 41        | 57        | 0       | 20         | 40        | 27        | 0       | 18        | 55        | 37        | 0       | 58        | 68        | 5         | 0       | 491                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>493           | NT<br>358 | NR<br>491 | NU<br>0 | SL<br>128  | ST<br>311 | SR<br>209 | SU<br>0 | EL<br>213 | ET<br>554 | ER<br>385 | EU<br>0 | WL<br>661 | WT<br>635 | WR<br>39  | WU<br>0 | <b>TOTAL</b><br>4477 |
| <b>APPROACH %'s :</b>   | 36.74%              | 26.68%    | 36.59%    | 0.00%   | 19.75%     | 47.99%    | 32.25%    | 0.00%   | 18.49%    | 48.09%    | 33.42%    | 0.00%   | 49.51%    | 47.57%    | 2.92%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |           |         |            |           |           |         |           |           |           |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 260                 | 180       | 247       | 0       | 68         | 151       | 111       | 0       | 112       | 304       | 210       | 0       | 349       | 329       | 20        | 0       | 2341                 |
| <b>PEAK HR FACTOR :</b> | 0.942               | 0.849     | 0.882     | 0.000   | 0.850      | 0.899     | 0.841     | 0.000   | 0.875     | 0.894     | 0.847     | 0.000   | 0.839     | 0.914     | 0.556     | 0.000   | 0.982                |
|                         | 0.904               |           |           |         | 0.868      |           |           |         | 0.899     |           |           |         | 0.873     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-006  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Academy Ave/Rte 94  |           |           |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                      |
|-------------------------|---------------------|-----------|-----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|----------------------|
| AM                      | NORTHBOUND          |           |           |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL                |
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 18                  | 11        | 51        | 0       | 8                  | 39        | 6         | 0       | 9           | 22        | 13        | 0       | 51          | 22        | 1         | 0       | 251                  |
| 7:15 AM                 | 23                  | 16        | 51        | 0       | 6                  | 39        | 9         | 0       | 4           | 25        | 34        | 0       | 72          | 27        | 0         | 0       | 306                  |
| 7:30 AM                 | 29                  | 26        | 46        | 0       | 8                  | 54        | 15        | 0       | 16          | 35        | 36        | 0       | 72          | 33        | 0         | 0       | 370                  |
| 7:45 AM                 | 23                  | 22        | 55        | 0       | 4                  | 65        | 13        | 0       | 11          | 32        | 31        | 0       | 95          | 51        | 0         | 0       | 402                  |
| 8:00 AM                 | 23                  | 32        | 52        | 0       | 10                 | 34        | 14        | 0       | 13          | 27        | 23        | 0       | 84          | 39        | 2         | 0       | 353                  |
| 8:15 AM                 | 22                  | 24        | 36        | 0       | 14                 | 52        | 20        | 0       | 16          | 42        | 34        | 0       | 71          | 31        | 4         | 0       | 366                  |
| 8:30 AM                 | 26                  | 28        | 50        | 0       | 10                 | 35        | 23        | 0       | 17          | 48        | 35        | 0       | 74          | 40        | 1         | 0       | 387                  |
| 8:45 AM                 | 31                  | 19        | 56        | 0       | 16                 | 47        | 23        | 0       | 7           | 31        | 32        | 0       | 67          | 41        | 4         | 0       | 374                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>195           | NT<br>178 | NR<br>397 | NU<br>0 | SL<br>76           | ST<br>365 | SR<br>123 | SU<br>0 | EL<br>93    | ET<br>262 | ER<br>238 | EU<br>0 | WL<br>586   | WT<br>284 | WR<br>12  | WU<br>0 | <b>TOTAL</b><br>2809 |
| <b>APPROACH %'s :</b>   | 25.32%              | 23.12%    | 51.56%    | 0.00%   | 13.48%             | 64.72%    | 21.81%    | 0.00%   | 15.68%      | 44.18%    | 40.13%    | 0.00%   | 66.44%      | 32.20%    | 1.36%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |           |           |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 94                  | 106       | 193       | 0       | 38                 | 186       | 70        | 0       | 57          | 149       | 123       | 0       | 324         | 161       | 7         | 0       | 1508                 |
| <b>PEAK HR FACTOR :</b> | 0.904               | 0.828     | 0.877     | 0.000   | 0.679              | 0.715     | 0.761     | 0.000   | 0.838       | 0.776     | 0.879     | 0.000   | 0.853       | 0.789     | 0.438     | 0.000   | 0.938                |
|                         | 0.918               |           |           |         | 0.855              |           |           |         | 0.823       |           |           |         | 0.842       |           |           |         |                      |

| PM                      | NORTHBOUND          |           |           |         | SOUTHBOUND |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|-----------|-----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL    | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL   | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL   | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 57                  | 44        | 59        | 0       | 12         | 45        | 25        | 0       | 30        | 58        | 47        | 0       | 94        | 81        | 5         | 0       | 557                  |
| 4:15 PM                 | 50                  | 49        | 56        | 0       | 17         | 43        | 26        | 0       | 17        | 60        | 41        | 0       | 67        | 84        | 2         | 0       | 512                  |
| 4:30 PM                 | 65                  | 33        | 47        | 0       | 19         | 38        | 33        | 0       | 23        | 75        | 45        | 0       | 88        | 88        | 9         | 0       | 563                  |
| 4:45 PM                 | 62                  | 52        | 61        | 0       | 19         | 41        | 20        | 0       | 32        | 80        | 55        | 0       | 54        | 72        | 1         | 0       | 549                  |
| 5:00 PM                 | 59                  | 42        | 59        | 0       | 12         | 38        | 33        | 0       | 27        | 61        | 53        | 0       | 102       | 87        | 6         | 0       | 579                  |
| 5:15 PM                 | 68                  | 51        | 70        | 0       | 15         | 29        | 25        | 0       | 30        | 84        | 48        | 0       | 86        | 76        | 4         | 0       | 586                  |
| 5:30 PM                 | 55                  | 41        | 65        | 0       | 11         | 28        | 17        | 0       | 35        | 72        | 49        | 0       | 79        | 70        | 6         | 0       | 528                  |
| 5:45 PM                 | 65                  | 41        | 56        | 0       | 20         | 39        | 27        | 0       | 18        | 55        | 37        | 0       | 55        | 67        | 5         | 0       | 485                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>481           | NT<br>353 | NR<br>473 | NU<br>0 | SL<br>125  | ST<br>301 | SR<br>206 | SU<br>0 | EL<br>212 | ET<br>545 | ER<br>375 | EU<br>0 | WL<br>625 | WT<br>625 | WR<br>38  | WU<br>0 | <b>TOTAL</b><br>4359 |
| <b>APPROACH %'s :</b>   | 36.80%              | 27.01%    | 36.19%    | 0.00%   | 19.78%     | 47.63%    | 32.59%    | 0.00%   | 18.73%    | 48.14%    | 33.13%    | 0.00%   | 48.52%    | 48.52%    | 2.95%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |           |         |            |           |           |         |           |           |           |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 254                 | 178       | 237       | 0       | 65         | 146       | 111       | 0       | 112       | 300       | 201       | 0       | 330       | 323       | 20        | 0       | 2277                 |
| <b>PEAK HR FACTOR :</b> | 0.934               | 0.856     | 0.846     | 0.000   | 0.855      | 0.890     | 0.841     | 0.000   | 0.875     | 0.893     | 0.914     | 0.000   | 0.809     | 0.918     | 0.556     | 0.000   | 0.971                |
|                         | 0.885               |           |           |         | 0.894      |           |           |         | 0.918     |           |           |         | 0.863     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-006  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Academy Ave/Rte 94  |          |          |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                     |
|-------------------------|---------------------|----------|----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|---------------------|
| AM                      | NORTHBOUND          |          |          |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL               |
|                         | 1<br>NL             | 1<br>NT  | 1<br>NR  | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                     |
| 7:00 AM                 | 7                   | 1        | 10       | 0       | 1                  | 5         | 0         | 0       | 1           | 2         | 1         | 0       | 4           | 1         | 0         | 0       | 33                  |
| 7:15 AM                 | 0                   | 3        | 4        | 0       | 3                  | 3         | 1         | 0       | 1           | 4         | 5         | 0       | 7           | 3         | 0         | 0       | 34                  |
| 7:30 AM                 | 3                   | 0        | 1        | 0       | 0                  | 4         | 2         | 0       | 1           | 0         | 1         | 0       | 4           | 3         | 0         | 0       | 19                  |
| 7:45 AM                 | 0                   | 0        | 6        | 0       | 2                  | 2         | 2         | 0       | 2           | 3         | 2         | 0       | 2           | 5         | 0         | 0       | 26                  |
| 8:00 AM                 | 2                   | 1        | 7        | 0       | 2                  | 3         | 3         | 0       | 0           | 1         | 2         | 0       | 7           | 4         | 0         | 0       | 32                  |
| 8:15 AM                 | 3                   | 1        | 6        | 0       | 0                  | 3         | 2         | 0       | 2           | 5         | 4         | 0       | 3           | 2         | 1         | 0       | 32                  |
| 8:30 AM                 | 1                   | 2        | 0        | 0       | 0                  | 12        | 2         | 0       | 2           | 0         | 3         | 0       | 3           | 3         | 1         | 0       | 29                  |
| 8:45 AM                 | 2                   | 3        | 2        | 0       | 0                  | 5         | 2         | 0       | 1           | 0         | 2         | 0       | 4           | 1         | 0         | 0       | 22                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>18            | NT<br>11 | NR<br>36 | NU<br>0 | SL<br>8            | ST<br>37  | SR<br>14  | SU<br>0 | EL<br>10    | ET<br>15  | ER<br>20  | EU<br>0 | WL<br>34    | WT<br>22  | WR<br>2   | WU<br>0 | <b>TOTAL</b><br>227 |
| <b>APPROACH %'s :</b>   | 27.69%              | 16.92%   | 55.38%   | 0.00%   | 13.56%             | 62.71%    | 23.73%    | 0.00%   | 22.22%      | 33.33%    | 44.44%    | 0.00%   | 58.62%      | 37.93%    | 3.45%     | 0.00%   |                     |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |          |          |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 6                   | 4        | 19       | 0       | 4                  | 20        | 9         | 0       | 6           | 9         | 11        | 0       | 15          | 14        | 2         | 0       | 119                 |
| <b>PEAK HR FACTOR :</b> | 0.500               | 0.500    | 0.679    | 0.000   | 0.500              | 0.417     | 0.750     | 0.000   | 0.750       | 0.450     | 0.688     | 0.000   | 0.536       | 0.700     | 0.500     | 0.000   | 0.930               |
|                         | 0.725               |          |          |         | 0.589              |           |           |         | 0.591       |           |           |         | 0.705       |           |           |         |                     |

| PM                      | NORTHBOUND          |         |          |         | SOUTHBOUND |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |           |         | TOTAL               |
|-------------------------|---------------------|---------|----------|---------|------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|---------|---------------------|
|                         | 1<br>NL             | 1<br>NT | 1<br>NR  | 0<br>NU | 1<br>SL    | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL   | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL   | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                     |
| 4:00 PM                 | 2                   | 0       | 3        | 0       | 0          | 4         | 2         | 0       | 0         | 1         | 1         | 0       | 6         | 2         | 0         | 0       | 21                  |
| 4:15 PM                 | 3                   | 1       | 2        | 0       | 0          | 0         | 1         | 0       | 0         | 4         | 0         | 0       | 5         | 1         | 1         | 0       | 18                  |
| 4:30 PM                 | 0                   | 0       | 6        | 0       | 1          | 4         | 0         | 0       | 0         | 2         | 1         | 0       | 8         | 1         | 0         | 0       | 23                  |
| 4:45 PM                 | 3                   | 1       | 1        | 0       | 0          | 1         | 0         | 0       | 0         | 0         | 7         | 0       | 4         | 1         | 0         | 0       | 18                  |
| 5:00 PM                 | 2                   | 1       | 3        | 0       | 1          | 0         | 0         | 0       | 0         | 1         | 0         | 0       | 2         | 3         | 0         | 0       | 13                  |
| 5:15 PM                 | 1                   | 0       | 0        | 0       | 1          | 0         | 0         | 0       | 0         | 1         | 1         | 0       | 5         | 1         | 0         | 0       | 10                  |
| 5:30 PM                 | 1                   | 2       | 2        | 0       | 0          | 0         | 0         | 0       | 1         | 0         | 0         | 0       | 3         | 0         | 0         | 0       | 9                   |
| 5:45 PM                 | 0                   | 0       | 1        | 0       | 0          | 1         | 0         | 0       | 0         | 0         | 0         | 0       | 3         | 1         | 0         | 0       | 6                   |
| <b>TOTAL VOLUMES :</b>  | NL<br>12            | NT<br>5 | NR<br>18 | NU<br>0 | SL<br>3    | ST<br>10  | SR<br>3   | SU<br>0 | EL<br>1   | ET<br>9   | ER<br>10  | EU<br>0 | WL<br>36  | WT<br>10  | WR<br>1   | WU<br>0 | <b>TOTAL</b><br>118 |
| <b>APPROACH %'s :</b>   | 34.29%              | 14.29%  | 51.43%   | 0.00%   | 18.75%     | 62.50%    | 18.75%    | 0.00%   | 5.00%     | 45.00%    | 50.00%    | 0.00%   | 76.60%    | 21.28%    | 2.13%     | 0.00%   |                     |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |          |         |            |           |           |         |           |           |           |         |           |           |           |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 6                   | 2       | 10       | 0       | 3          | 5         | 0         | 0       | 0         | 4         | 9         | 0       | 19        | 6         | 0         | 0       | 64                  |
| <b>PEAK HR FACTOR :</b> | 0.500               | 0.500   | 0.417    | 0.000   | 0.750      | 0.313     | 0.000     | 0.000   | 0.000     | 0.500     | 0.321     | 0.000   | 0.594     | 0.500     | 0.000     | 0.000   | 0.696               |
|                         | 0.750               |         |          |         | 0.400      |           |           |         | 0.464     |           |           |         | 0.694     |           |           |         |                     |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-006

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M  
**City:** Chester

**Project ID:** 22-380005-006  
**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Academy Ave/Rte 94  |         | Academy Ave/Rte 94 |         | NYS Rte 17M |         | NYS Rte 17M |         |            |
|-------------------------|---------------------|---------|--------------------|---------|-------------|---------|-------------|---------|------------|
| AM                      | NORTH LEG           |         | SOUTH LEG          |         | EAST LEG    |         | WEST LEG    |         | TOTAL      |
|                         | EB                  | WB      | EB                 | WB      | NB          | SB      | NB          | SB      |            |
| 7:00 AM                 | 0                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:15 AM                 | 0                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:30 AM                 | 0                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:45 AM                 | 0                   | 3       | 0                  | 0       | 0           | 0       | 0           | 0       | 3          |
| 8:00 AM                 | 0                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:15 AM                 | 0                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:30 AM                 | 2                   | 0       | 0                  | 0       | 0           | 0       | 0           | 0       | 2          |
| 8:45 AM                 | 0                   | 0       | 1                  | 0       | 0           | 0       | 0           | 0       | 1          |
| <b>TOTAL VOLUMES :</b>  | EB<br>2             | WB<br>3 | EB<br>1            | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>0     | SB<br>0 | TOTAL<br>6 |
| <b>APPROACH %'s :</b>   | 40.00%              | 60.00%  | 100.00%            | 0.00%   |             |         |             |         |            |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |         |                    |         |             |         |             |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 2                   | 3       | 0                  | 0       | 0           | 0       | 0           | 0       | 5          |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.250   |                    |         |             |         |             |         | 0.417      |
|                         | 0.417               |         |                    |         |             |         |             |         |            |

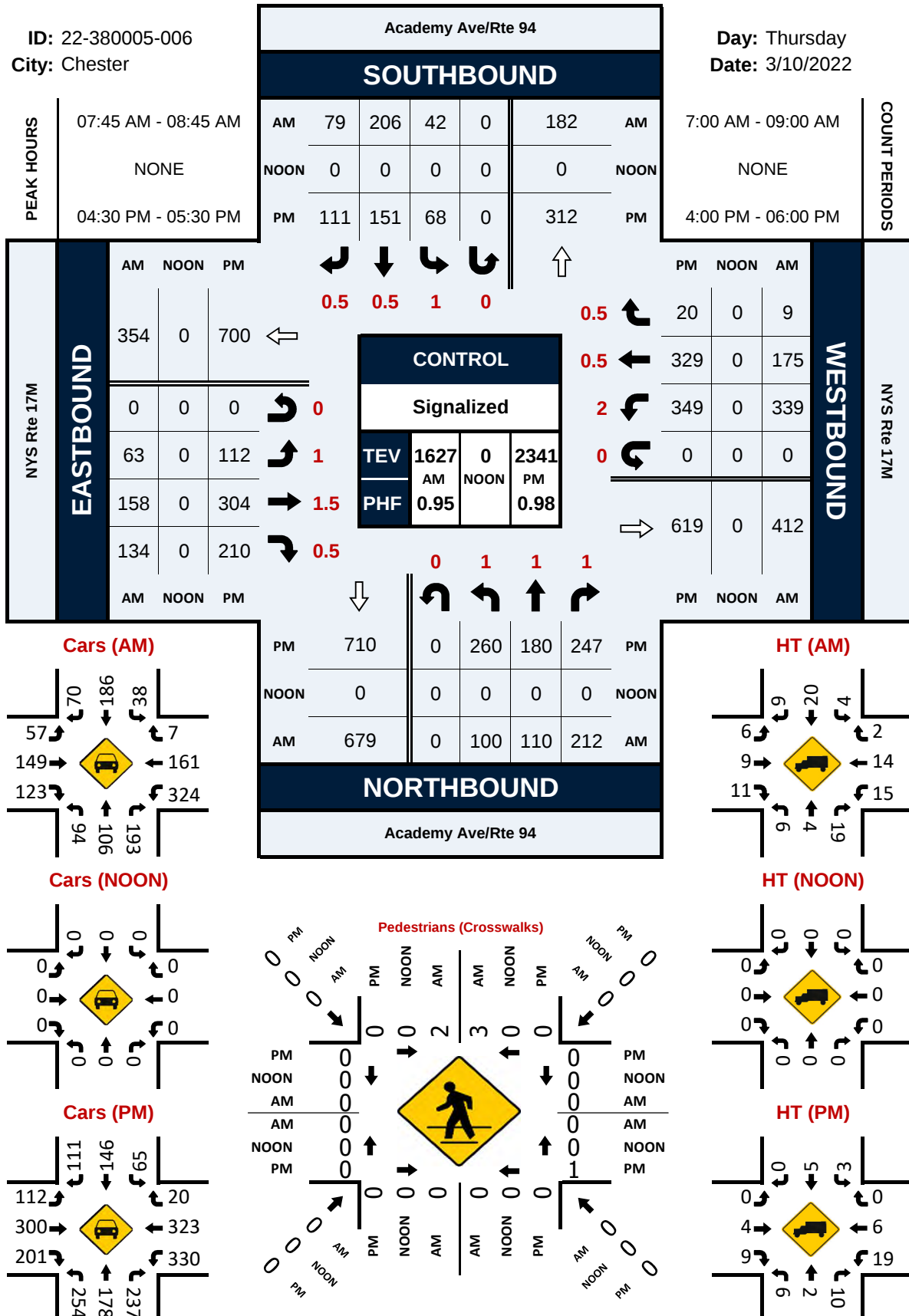
| PM                      | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                         | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                 | 0                   | 0       | 0         | 0       | 1        | 0       | 0        | 0       | 1          |
| 4:45 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                 | 0                   | 0       | 0         | 0       | 0        | 1       | 0        | 0       | 1          |
| 5:45 PM                 | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>1  | SB<br>1 | NB<br>0  | SB<br>0 | TOTAL<br>2 |
| <b>APPROACH %'s :</b>   |                     |         |           |         | 50.00%   | 50.00%  |          |         |            |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |           |         |          |         |          |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0         | 0       | 1        | 0       | 0        | 0       | 1          |
| <b>PEAK HR FACTOR :</b> |                     |         |           |         | 0.250    | 0.250   |          |         | 0.250      |

## Academy Ave/Rte 94 &amp; NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-006  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-007  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |          |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |           |         |         | Rte 94    |           |           |         |                      |
|-------------------------|------------------------|-----------|----------|---------|------------------------|---------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|----------------------|
| AM                      | NORTHBOUND             |           |          |         | SOUTHBOUND             |         |         |         | EASTBOUND |           |         |         | WESTBOUND |           |           |         | TOTAL                |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR  | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 7:00 AM                 | 21                     | 0         | 5        | 0       | 0                      | 0       | 0       | 0       | 29        | 87        | 0       | 0       | 0         | 52        | 61        | 0       | 255                  |
| 7:15 AM                 | 28                     | 0         | 10       | 0       | 0                      | 0       | 0       | 0       | 24        | 90        | 0       | 0       | 0         | 69        | 88        | 0       | 309                  |
| 7:30 AM                 | 24                     | 0         | 14       | 0       | 0                      | 0       | 0       | 0       | 21        | 89        | 0       | 0       | 0         | 68        | 108       | 0       | 324                  |
| 7:45 AM                 | 38                     | 0         | 12       | 0       | 0                      | 0       | 0       | 0       | 26        | 95        | 0       | 0       | 0         | 67        | 129       | 0       | 367                  |
| 8:00 AM                 | 35                     | 0         | 10       | 0       | 0                      | 0       | 0       | 0       | 18        | 103       | 0       | 1       | 0         | 53        | 101       | 0       | 321                  |
| 8:15 AM                 | 29                     | 0         | 12       | 0       | 0                      | 0       | 0       | 0       | 18        | 84        | 0       | 0       | 0         | 82        | 84        | 0       | 309                  |
| 8:30 AM                 | 28                     | 0         | 21       | 0       | 0                      | 0       | 0       | 0       | 19        | 85        | 0       | 0       | 0         | 72        | 92        | 0       | 317                  |
| 8:45 AM                 | 40                     | 1         | 8        | 0       | 0                      | 0       | 0       | 0       | 22        | 105       | 0       | 0       | 0         | 62        | 90        | 0       | 328                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>243              | NT<br>1   | NR<br>92 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>177 | ET<br>738 | ER<br>0 | EU<br>1 | WL<br>0   | WT<br>525 | WR<br>753 | WU<br>0 | <b>TOTAL</b><br>2530 |
| <b>APPROACH %'s :</b>   | 72.32%                 | 0.30%     | 27.38%   | 0.00%   |                        |         |         |         | 19.32%    | 80.57%    | 0.00%   | 0.11%   | 0.00%     | 41.08%    | 58.92%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |           |          |         |                        |         |         |         |           |           |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 126                    | 0         | 48       | 0       | 0                      | 0       | 0       | 0       | 83        | 371       | 0       | 1       | 0         | 270       | 422       | 0       | 1321                 |
| <b>PEAK HR FACTOR :</b> | 0.829                  | 0.000     | 0.857    | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.798     | 0.900     | 0.000   | 0.250   | 0.000     | 0.823     | 0.818     | 0.000   | 0.900                |
|                         | 0.870                  |           |          |         |                        |         |         |         | 0.932     |           |         |         | 0.883     |           |           |         |                      |

| PM                      | NORTHBOUND          |           |           |         | SOUTHBOUND |         |         |         | EASTBOUND |            |         |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|-----------|-----------|---------|------------|---------|---------|---------|-----------|------------|---------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 0.5<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET    | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 4:00 PM                 | 54                  | 0         | 34        | 0       | 0          | 0       | 0       | 0       | 44        | 125        | 0       | 0       | 0         | 89        | 107       | 0       | 453                  |
| 4:15 PM                 | 58                  | 0         | 41        | 0       | 0          | 0       | 0       | 0       | 39        | 123        | 0       | 0       | 0         | 67        | 80        | 0       | 408                  |
| 4:30 PM                 | 58                  | 0         | 46        | 0       | 0          | 0       | 0       | 0       | 65        | 117        | 0       | 0       | 0         | 98        | 96        | 0       | 480                  |
| 4:45 PM                 | 66                  | 0         | 31        | 0       | 0          | 0       | 0       | 0       | 62        | 138        | 0       | 0       | 0         | 63        | 98        | 0       | 458                  |
| 5:00 PM                 | 61                  | 0         | 41        | 0       | 0          | 0       | 0       | 0       | 51        | 130        | 0       | 0       | 0         | 75        | 113       | 1       | 472                  |
| 5:15 PM                 | 59                  | 0         | 45        | 0       | 0          | 0       | 0       | 0       | 44        | 143        | 0       | 0       | 0         | 70        | 108       | 0       | 469                  |
| 5:30 PM                 | 54                  | 0         | 51        | 0       | 0          | 0       | 0       | 0       | 56        | 111        | 0       | 0       | 0         | 65        | 94        | 0       | 431                  |
| 5:45 PM                 | 51                  | 0         | 47        | 0       | 0          | 0       | 0       | 0       | 48        | 116        | 0       | 0       | 0         | 51        | 81        | 0       | 394                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>461           | NT<br>0   | NR<br>336 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>409 | ET<br>1003 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>578 | WR<br>777 | WU<br>1 | <b>TOTAL</b><br>3565 |
| <b>APPROACH %'s :</b>   | 57.84%              | 0.00%     | 42.16%    | 0.00%   |            |         |         |         | 28.97%    | 71.03%     | 0.00%   | 0.00%   | 0.00%     | 42.63%    | 57.30%    | 0.07%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |           |         |            |         |         |         |           |            |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 244                 | 0         | 163       | 0       | 0          | 0       | 0       | 0       | 222       | 528        | 0       | 0       | 0         | 306       | 415       | 1       | 1879                 |
| <b>PEAK HR FACTOR :</b> | 0.924               | 0.000     | 0.886     | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.854     | 0.923      | 0.000   | 0.000   | 0.000     | 0.781     | 0.918     | 0.250   | 0.979                |
|                         | 0.978               |           |           |         |            |         |         |         | 0.938     |            |         |         | 0.930     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-007  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |          |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |           |         |         | Rte 94    |           |           |         |                      |
|-------------------------|------------------------|-----------|----------|---------|------------------------|---------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|----------------------|
| AM                      | NORTHBOUND             |           |          |         | SOUTHBOUND             |         |         |         | EASTBOUND |           |         |         | WESTBOUND |           |           |         | TOTAL                |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR  | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 7:00 AM                 | 13                     | 0         | 5        | 0       | 0                      | 0       | 0       | 0       | 25        | 70        | 0       | 0       | 0         | 47        | 58        | 0       | 218                  |
| 7:15 AM                 | 19                     | 0         | 10       | 0       | 0                      | 0       | 0       | 0       | 21        | 83        | 0       | 0       | 0         | 63        | 79        | 0       | 275                  |
| 7:30 AM                 | 20                     | 0         | 13       | 0       | 0                      | 0       | 0       | 0       | 19        | 85        | 0       | 0       | 0         | 64        | 102       | 0       | 303                  |
| 7:45 AM                 | 30                     | 0         | 12       | 0       | 0                      | 0       | 0       | 0       | 20        | 91        | 0       | 0       | 0         | 64        | 125       | 0       | 342                  |
| 8:00 AM                 | 28                     | 0         | 9        | 0       | 0                      | 0       | 0       | 0       | 15        | 94        | 0       | 1       | 0         | 49        | 94        | 0       | 290                  |
| 8:15 AM                 | 25                     | 0         | 11       | 0       | 0                      | 0       | 0       | 0       | 17        | 74        | 0       | 0       | 0         | 75        | 80        | 0       | 282                  |
| 8:30 AM                 | 25                     | 0         | 20       | 0       | 0                      | 0       | 0       | 0       | 16        | 82        | 0       | 0       | 0         | 58        | 88        | 0       | 289                  |
| 8:45 AM                 | 35                     | 1         | 8        | 0       | 0                      | 0       | 0       | 0       | 18        | 99        | 0       | 0       | 0         | 55        | 86        | 0       | 302                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>195              | NT<br>1   | NR<br>88 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>151 | ET<br>678 | ER<br>0 | EU<br>1 | WL<br>0   | WT<br>475 | WR<br>712 | WU<br>0 | <b>TOTAL</b><br>2301 |
| <b>APPROACH %'s :</b>   | 68.66%                 | 0.35%     | 30.99%   | 0.00%   |                        |         |         |         | 18.19%    | 81.69%    | 0.00%   | 0.12%   | 0.00%     | 40.02%    | 59.98%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |           |          |         |                        |         |         |         |           |           |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 103                    | 0         | 45       | 0       | 0                      | 0       | 0       | 0       | 71        | 344       | 0       | 1       | 0         | 252       | 401       | 0       | 1217                 |
| <b>PEAK HR FACTOR :</b> | 0.858                  | 0.000     | 0.865    | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.888     | 0.915     | 0.000   | 0.250   | 0.000     | 0.840     | 0.802     | 0.000   | 0.890                |
|                         | 0.881                  |           |          |         |                        |         |         |         | 0.937     |           |         |         | 0.864     |           |           |         |                      |

| PM                      | NORTHBOUND          |           |           |         | SOUTHBOUND |         |         |         | EASTBOUND |           |         |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|-----------|-----------|---------|------------|---------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 0.5<br>NL           | 0.5<br>NT | 1<br>NR   | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 4:00 PM                 | 48                  | 0         | 33        | 0       | 0          | 0       | 0       | 0       | 40        | 122       | 0       | 0       | 0         | 81        | 105       | 0       | 429                  |
| 4:15 PM                 | 51                  | 0         | 39        | 0       | 0          | 0       | 0       | 0       | 36        | 119       | 0       | 0       | 0         | 67        | 75        | 0       | 387                  |
| 4:30 PM                 | 45                  | 0         | 45        | 0       | 0          | 0       | 0       | 0       | 60        | 112       | 0       | 0       | 0         | 90        | 91        | 0       | 443                  |
| 4:45 PM                 | 59                  | 0         | 31        | 0       | 0          | 0       | 0       | 0       | 57        | 132       | 0       | 0       | 0         | 60        | 89        | 0       | 428                  |
| 5:00 PM                 | 53                  | 0         | 40        | 0       | 0          | 0       | 0       | 0       | 50        | 126       | 0       | 0       | 0         | 75        | 111       | 1       | 456                  |
| 5:15 PM                 | 55                  | 0         | 45        | 0       | 0          | 0       | 0       | 0       | 41        | 142       | 0       | 0       | 0         | 68        | 104       | 0       | 455                  |
| 5:30 PM                 | 49                  | 0         | 51        | 0       | 0          | 0       | 0       | 0       | 55        | 106       | 0       | 0       | 0         | 64        | 92        | 0       | 417                  |
| 5:45 PM                 | 43                  | 0         | 47        | 0       | 0          | 0       | 0       | 0       | 47        | 115       | 0       | 0       | 0         | 49        | 79        | 0       | 380                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>403           | NT<br>0   | NR<br>331 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>386 | ET<br>974 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>554 | WR<br>746 | WU<br>1 | <b>TOTAL</b><br>3395 |
| <b>APPROACH %'s :</b>   | 54.90%              | 0.00%     | 45.10%    | 0.00%   |            |         |         |         | 28.38%    | 71.62%    | 0.00%   | 0.00%   | 0.00%     | 42.58%    | 57.34%    | 0.08%   |                      |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |           |         |            |         |         |         |           |           |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 212                 | 0         | 161       | 0       | 0          | 0       | 0       | 0       | 208       | 512       | 0       | 0       | 0         | 293       | 395       | 1       | 1782                 |
| <b>PEAK HR FACTOR :</b> | 0.898               | 0.000     | 0.894     | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.867     | 0.901     | 0.000   | 0.000   | 0.000     | 0.814     | 0.890     | 0.250   | 0.977                |
|                         | 0.933               |           |           |         |            |         |         |         | 0.952     |           |         |         | 0.921     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-007  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |         |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |          |         |         | Rte 94    |          |          |         |                     |
|-------------------------|------------------------|-----------|---------|---------|------------------------|---------|---------|---------|-----------|----------|---------|---------|-----------|----------|----------|---------|---------------------|
| AM                      | NORTHBOUND             |           |         |         | SOUTHBOUND             |         |         |         | EASTBOUND |          |         |         | WESTBOUND |          |          |         | TOTAL               |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT  | 1<br>WR  | 0<br>WU |                     |
| 7:00 AM                 | 8                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 4         | 17       | 0       | 0       | 0         | 5        | 3        | 0       | 37                  |
| 7:15 AM                 | 9                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 3         | 7        | 0       | 0       | 0         | 6        | 9        | 0       | 34                  |
| 7:30 AM                 | 4                      | 0         | 1       | 0       | 0                      | 0       | 0       | 0       | 2         | 4        | 0       | 0       | 0         | 4        | 6        | 0       | 21                  |
| 7:45 AM                 | 8                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 6         | 4        | 0       | 0       | 0         | 3        | 4        | 0       | 25                  |
| 8:00 AM                 | 7                      | 0         | 1       | 0       | 0                      | 0       | 0       | 0       | 3         | 9        | 0       | 0       | 0         | 4        | 7        | 0       | 31                  |
| 8:15 AM                 | 4                      | 0         | 1       | 0       | 0                      | 0       | 0       | 0       | 1         | 10       | 0       | 0       | 0         | 7        | 4        | 0       | 27                  |
| 8:30 AM                 | 3                      | 0         | 1       | 0       | 0                      | 0       | 0       | 0       | 3         | 3        | 0       | 0       | 0         | 14       | 4        | 0       | 28                  |
| 8:45 AM                 | 5                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 4         | 6        | 0       | 0       | 0         | 7        | 4        | 0       | 26                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>48               | NT<br>0   | NR<br>4 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>26  | ET<br>60 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>50 | WR<br>41 | WU<br>0 | <b>TOTAL</b><br>229 |
| <b>APPROACH %'s :</b>   | 92.31%                 | 0.00%     | 7.69%   | 0.00%   |                        |         |         |         | 30.23%    | 69.77%   | 0.00%   | 0.00%   | 0.00%     | 54.95%   | 45.05%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |           |         |         |                        |         |         |         |           |          |         |         |           |          |          |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 23                     | 0         | 3       | 0       | 0                      | 0       | 0       | 0       | 12        | 27       | 0       | 0       | 0         | 18       | 21       | 0       | 104                 |
| <b>PEAK HR FACTOR :</b> | 0.719                  | 0.000     | 0.750   | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.500     | 0.675    | 0.000   | 0.000   | 0.000     | 0.643    | 0.750    | 0.000   | 0.839               |
|                         | 0.813                  |           |         |         |                        |         |         |         | 0.813     |          |         |         | 0.886     |          |          |         |                     |

| PM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |         |         |         | EASTBOUND |          |         |         | WESTBOUND |          |          |         | TOTAL               |
|-------------------------|---------------------|-----------|---------|---------|------------|---------|---------|---------|-----------|----------|---------|---------|-----------|----------|----------|---------|---------------------|
|                         | 0.5<br>NL           | 0.5<br>NT | 1<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT  | 1<br>WR  | 0<br>WU |                     |
| 4:00 PM                 | 6                   | 0         | 1       | 0       | 0          | 0       | 0       | 0       | 4         | 3        | 0       | 0       | 0         | 8        | 2        | 0       | 24                  |
| 4:15 PM                 | 7                   | 0         | 2       | 0       | 0          | 0       | 0       | 0       | 3         | 4        | 0       | 0       | 0         | 0        | 5        | 0       | 21                  |
| 4:30 PM                 | 13                  | 0         | 1       | 0       | 0          | 0       | 0       | 0       | 5         | 5        | 0       | 0       | 0         | 8        | 5        | 0       | 37                  |
| 4:45 PM                 | 7                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 5         | 6        | 0       | 0       | 0         | 3        | 9        | 0       | 30                  |
| 5:00 PM                 | 8                   | 0         | 1       | 0       | 0          | 0       | 0       | 0       | 1         | 4        | 0       | 0       | 0         | 0        | 2        | 0       | 16                  |
| 5:15 PM                 | 4                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 3         | 1        | 0       | 0       | 0         | 2        | 4        | 0       | 14                  |
| 5:30 PM                 | 5                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 5        | 0       | 0       | 0         | 1        | 2        | 0       | 14                  |
| 5:45 PM                 | 8                   | 0         | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 1        | 0       | 0       | 0         | 2        | 2        | 0       | 14                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>58            | NT<br>0   | NR<br>5 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>23  | ET<br>29 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>24 | WR<br>31 | WU<br>0 | <b>TOTAL</b><br>170 |
| <b>APPROACH %'s :</b>   | 92.06%              | 0.00%     | 7.94%   | 0.00%   |            |         |         |         | 44.23%    | 55.77%   | 0.00%   | 0.00%   | 0.00%     | 43.64%   | 56.36%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |           |         |         |            |         |         |         |           |          |         |         |           |          |          |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 32                  | 0         | 2       | 0       | 0          | 0       | 0       | 0       | 14        | 16       | 0       | 0       | 0         | 13       | 20       | 0       | 97                  |
| <b>PEAK HR FACTOR :</b> | 0.615               | 0.000     | 0.500   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.700     | 0.667    | 0.000   | 0.000   | 0.000     | 0.406    | 0.556    | 0.000   | 0.655               |
|                         | 0.607               |           |         |         |            |         |         |         | 0.682     |          |         |         | 0.635     |          |          |         |                     |

# National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-007

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94  
**City:** Chester

**Project ID:** 22-380005-007  
**Date:** 3/10/2022

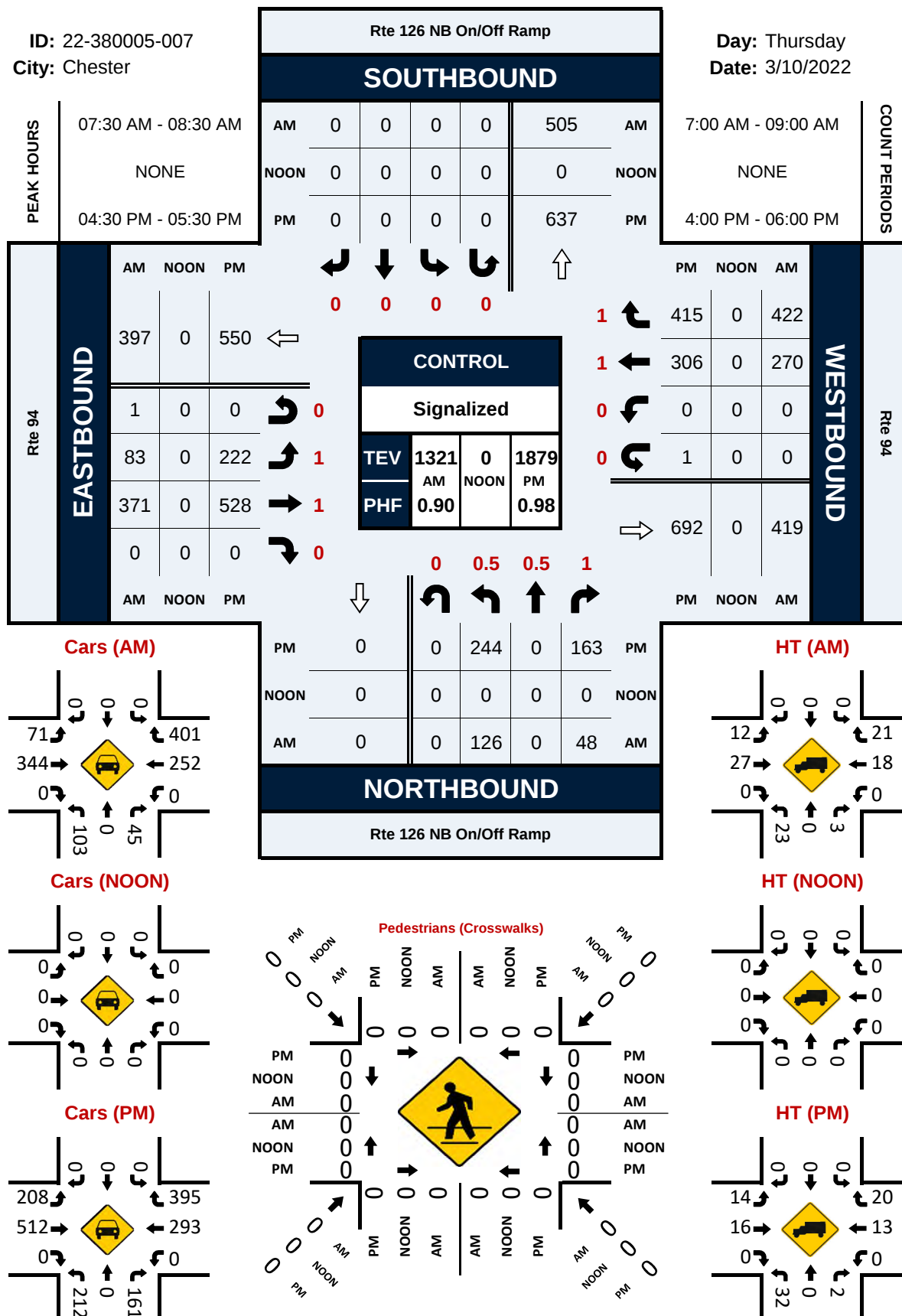
## Data - Pedestrians (Crosswalks)

| <b>NS/EW Streets:</b>                     | Rte 126 NB On/Off Ramp     | Rte 126 NB On/Off Ramp  | Rte 94                 | Rte 94                 |            |
|-------------------------------------------|----------------------------|-------------------------|------------------------|------------------------|------------|
| <b>AM</b>                                 | NORTH LEG<br>EB      WB    | SOUTH LEG<br>EB      WB | EAST LEG<br>NB      SB | WEST LEG<br>NB      SB | TOTAL      |
|                                           | 7:00 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:15 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:30 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:45 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:00 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:15 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:30 AM                    | 0      0                | 0      0               | 0      0               | 0          |
| 8:45 AM                                   | 0      0                   | 0      0                | 0      0               | 0                      | 0          |
| <b>TOTAL VOLUMES :<br/>APPROACH %'s :</b> | EB      WB<br>0      0     | EB      WB<br>0      0  | NB      SB<br>0      0 | NB      SB<br>0      0 | TOTAL<br>0 |
| <b>PEAK HR :</b>                          | <b>07:30 AM - 08:30 AM</b> |                         |                        |                        | TOTAL      |
| <b>PEAK HR VOL :</b>                      | 0      0                   | 0      0                | 0      0               | 0      0               | 0          |
| <b>PEAK HR FACTOR :</b>                   |                            |                         |                        |                        |            |

| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 1       | 0        | 0       | 0        | 0       | 1          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 1       | 0        | 0       | 0        | 0       | 1          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>2 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>2 |
|                                   |                     |         | 0.00%     | 100.00% |          |         |          |         |            |
| PEAK HR :                         | 04:30 PM - 05:30 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 00                  |         | 00        |         | 00       |         | 00       |         | 0          |
| PEAK HR FACTOR :                  |                     |         |           |         |          |         |          |         |            |

**ID:** 22-380005-007  
**City:** Chester

**Day:** Thursday  
**Date:** 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-008  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |       |       |       | Rte 126 SB On/Off Ramp |       |        |       | Rte 94    |        |        |       | Rte 94    |        |       |       |       |
|-------------------------|------------------------|-------|-------|-------|------------------------|-------|--------|-------|-----------|--------|--------|-------|-----------|--------|-------|-------|-------|
| AM                      | NORTHBOUND             |       |       |       | SOUTHBOUND             |       |        |       | EASTBOUND |        |        |       | WESTBOUND |        |       |       | TOTAL |
|                         | 0                      | 0     | 0     | 0     | 1                      | 0.5   | 0.5    | 0     | 0         | 1      | 1      | 0     | 1         | 1      | 0     | 0     |       |
|                         | NL                     | NT    | NR    | NU    | SL                     | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    |       |
| 7:00 AM                 | 0                      | 0     | 0     | 0     | 61                     | 0     | 28     | 0     | 0         | 54     | 77     | 0     | 30        | 42     | 0     | 0     | 292   |
| 7:15 AM                 | 0                      | 0     | 0     | 0     | 61                     | 1     | 30     | 0     | 0         | 54     | 80     | 0     | 42        | 56     | 0     | 0     | 324   |
| 7:30 AM                 | 0                      | 0     | 0     | 0     | 61                     | 0     | 40     | 0     | 0         | 48     | 69     | 0     | 35        | 55     | 0     | 0     | 308   |
| 7:45 AM                 | 0                      | 0     | 0     | 0     | 71                     | 0     | 64     | 0     | 0         | 52     | 68     | 0     | 25        | 82     | 0     | 0     | 362   |
| 8:00 AM                 | 0                      | 0     | 0     | 0     | 72                     | 1     | 43     | 0     | 0         | 48     | 69     | 0     | 19        | 66     | 0     | 0     | 318   |
| 8:15 AM                 | 0                      | 0     | 0     | 0     | 51                     | 0     | 46     | 0     | 0         | 53     | 65     | 0     | 44        | 69     | 0     | 0     | 328   |
| 8:30 AM                 | 0                      | 0     | 0     | 0     | 50                     | 0     | 36     | 0     | 0         | 52     | 55     | 0     | 42        | 60     | 0     | 0     | 295   |
| 8:45 AM                 | 0                      | 0     | 0     | 0     | 66                     | 0     | 35     | 0     | 0         | 64     | 78     | 0     | 25        | 75     | 0     | 0     | 343   |
| <b>TOTAL VOLUMES :</b>  | NL                     | NT    | NR    | NU    | SL                     | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                      | 0     | 0     | 0     | 493                    | 2     | 322    | 0     | 0         | 425    | 561    | 0     | 262       | 505    | 0     | 0     | 2570  |
|                         |                        |       |       |       | 60.34%                 | 0.24% | 39.41% | 0.00% | 0.00%     | 43.10% | 56.90% | 0.00% | 34.16%    | 65.84% | 0.00% | 0.00% |       |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |       |       |       |                        |       |        |       |           |        |        |       |           |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                      | 0     | 0     | 0     | 255                    | 1     | 193    | 0     | 0         | 201    | 271    | 0     | 123       | 272    | 0     | 0     | 1316  |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000 | 0.000 | 0.000 | 0.885                  | 0.250 | 0.754  | 0.000 | 0.000     | 0.948  | 0.982  | 0.000 | 0.699     | 0.829  | 0.000 | 0.000 | 0.909 |
|                         |                        |       |       |       | 0.831                  |       |        |       | 0.983     |        |        |       | 0.874     |        |       |       |       |

| PM                      | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND |        |        |       | WESTBOUND |        |       |       | TOTAL |
|-------------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-----------|--------|--------|-------|-----------|--------|-------|-------|-------|
|                         | 0                   | 0     | 0     | 0     | 1          | 0.5   | 0.5    | 0     | 0         | 1      | 1      | 0     | 1         | 1      | 0     | 0     |       |
|                         | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    |       |
| 4:00 PM                 | 0                   | 0     | 0     | 0     | 71         | 1     | 36     | 0     | 0         | 101    | 31     | 0     | 32        | 109    | 0     | 0     | 381   |
| 4:15 PM                 | 0                   | 0     | 0     | 0     | 81         | 0     | 38     | 0     | 0         | 78     | 43     | 0     | 26        | 101    | 0     | 0     | 367   |
| 4:30 PM                 | 0                   | 0     | 0     | 0     | 72         | 0     | 32     | 0     | 0         | 112    | 45     | 0     | 25        | 129    | 0     | 0     | 415   |
| 4:45 PM                 | 0                   | 0     | 0     | 0     | 76         | 0     | 61     | 0     | 0         | 121    | 54     | 0     | 24        | 107    | 0     | 0     | 443   |
| 5:00 PM                 | 0                   | 0     | 0     | 0     | 73         | 0     | 57     | 0     | 0         | 111    | 51     | 0     | 28        | 106    | 0     | 0     | 426   |
| 5:15 PM                 | 0                   | 0     | 0     | 0     | 90         | 0     | 54     | 0     | 0         | 94     | 43     | 0     | 29        | 101    | 0     | 0     | 411   |
| 5:30 PM                 | 0                   | 0     | 0     | 0     | 76         | 0     | 45     | 0     | 0         | 95     | 44     | 0     | 32        | 85     | 0     | 0     | 377   |
| 5:45 PM                 | 0                   | 0     | 0     | 0     | 74         | 1     | 43     | 0     | 0         | 88     | 41     | 0     | 13        | 90     | 0     | 0     | 350   |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0     | 0     | 0     | 613        | 2     | 366    | 0     | 0         | 800    | 352    | 0     | 209       | 828    | 0     | 0     | 3170  |
|                         |                     |       |       |       | 62.49%     | 0.20% | 37.31% | 0.00% | 0.00%     | 69.44% | 30.56% | 0.00% | 20.15%    | 79.85% | 0.00% | 0.00% |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |       |       |       |            |       |        |       |           |        |        |       |           |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0     | 0     | 0     | 311        | 0     | 204    | 0     | 0         | 438    | 193    | 0     | 106       | 443    | 0     | 0     | 1695  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000 | 0.000 | 0.000 | 0.864      | 0.000 | 0.836  | 0.000 | 0.000     | 0.905  | 0.894  | 0.000 | 0.914     | 0.859  | 0.000 | 0.000 | 0.957 |
|                         |                     |       |       |       | 0.894      |       |        |       | 0.901     |        |        |       | 0.891     |        |       |       |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-008  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |       |       |       | Rte 126 SB On/Off Ramp |       |        |       | Rte 94    |        |        |       | Rte 94    |        |       |       |       |
|-------------------------|------------------------|-------|-------|-------|------------------------|-------|--------|-------|-----------|--------|--------|-------|-----------|--------|-------|-------|-------|
| AM                      | NORTHBOUND             |       |       |       | SOUTHBOUND             |       |        |       | EASTBOUND |        |        |       | WESTBOUND |        |       |       | TOTAL |
|                         | 0                      | 0     | 0     | 0     | 1                      | 0.5   | 0.5    | 0     | 0         | 1      | 1      | 0     | 1         | 1      | 0     | 0     |       |
|                         | NL                     | NT    | NR    | NU    | SL                     | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    |       |
| 7:00 AM                 | 0                      | 0     | 0     | 0     | 54                     | 0     | 27     | 0     | 0         | 40     | 73     | 0     | 26        | 32     | 0     | 0     | 252   |
| 7:15 AM                 | 0                      | 0     | 0     | 0     | 57                     | 1     | 24     | 0     | 0         | 48     | 71     | 0     | 39        | 45     | 0     | 0     | 285   |
| 7:30 AM                 | 0                      | 0     | 0     | 0     | 58                     | 0     | 32     | 0     | 0         | 45     | 62     | 0     | 33        | 49     | 0     | 0     | 279   |
| 7:45 AM                 | 0                      | 0     | 0     | 0     | 69                     | 0     | 59     | 0     | 0         | 44     | 58     | 0     | 23        | 73     | 0     | 0     | 326   |
| 8:00 AM                 | 0                      | 0     | 0     | 0     | 66                     | 0     | 35     | 0     | 0         | 42     | 62     | 0     | 16        | 58     | 0     | 0     | 279   |
| 8:15 AM                 | 0                      | 0     | 0     | 0     | 43                     | 0     | 43     | 0     | 0         | 49     | 59     | 0     | 41        | 61     | 0     | 0     | 296   |
| 8:30 AM                 | 0                      | 0     | 0     | 0     | 49                     | 0     | 30     | 0     | 0         | 48     | 47     | 0     | 40        | 45     | 0     | 0     | 259   |
| 8:45 AM                 | 0                      | 0     | 0     | 0     | 61                     | 0     | 29     | 0     | 0         | 58     | 66     | 0     | 21        | 67     | 0     | 0     | 302   |
| <b>TOTAL VOLUMES :</b>  | NL                     | NT    | NR    | NU    | SL                     | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                      | 0     | 0     | 0     | 457                    | 1     | 279    | 0     | 0         | 374    | 498    | 0     | 239       | 430    | 0     | 0     | 2278  |
|                         |                        |       |       |       | 62.01%                 | 0.14% | 37.86% | 0.00% | 0.00%     | 42.89% | 57.11% | 0.00% | 35.72%    | 64.28% | 0.00% | 0.00% |       |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |       |       |       |                        |       |        |       |           |        |        |       |           |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                      | 0     | 0     | 0     | 236                    | 0     | 169    | 0     | 0         | 180    | 241    | 0     | 113       | 241    | 0     | 0     | 1180  |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000 | 0.000 | 0.000 | 0.855                  | 0.000 | 0.716  | 0.000 | 0.000     | 0.918  | 0.972  | 0.000 | 0.689     | 0.825  | 0.000 | 0.000 | 0.905 |
|                         |                        |       |       |       |                        | 0.791 |        |       |           | 0.975  |        |       |           | 0.868  |       |       |       |

| PM                      | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND |        |        |       | WESTBOUND |        |       |       | TOTAL |
|-------------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-----------|--------|--------|-------|-----------|--------|-------|-------|-------|
|                         | 0                   | 0     | 0     | 0     | 1          | 0.5   | 0.5    | 0     | 0         | 1      | 1      | 0     | 1         | 1      | 0     | 0     |       |
|                         | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    |       |
| 4:00 PM                 | 0                   | 0     | 0     | 0     | 68         | 1     | 30     | 0     | 0         | 97     | 31     | 0     | 31        | 96     | 0     | 0     | 354   |
| 4:15 PM                 | 0                   | 0     | 0     | 0     | 78         | 0     | 35     | 0     | 0         | 73     | 36     | 0     | 26        | 94     | 0     | 0     | 342   |
| 4:30 PM                 | 0                   | 0     | 0     | 0     | 68         | 0     | 27     | 0     | 0         | 107    | 40     | 0     | 24        | 110    | 0     | 0     | 376   |
| 4:45 PM                 | 0                   | 0     | 0     | 0     | 73         | 0     | 54     | 0     | 0         | 113    | 47     | 0     | 24        | 96     | 0     | 0     | 407   |
| 5:00 PM                 | 0                   | 0     | 0     | 0     | 71         | 0     | 49     | 0     | 0         | 108    | 46     | 0     | 28        | 98     | 0     | 0     | 400   |
| 5:15 PM                 | 0                   | 0     | 0     | 0     | 90         | 0     | 45     | 0     | 0         | 90     | 40     | 0     | 29        | 95     | 0     | 0     | 389   |
| 5:30 PM                 | 0                   | 0     | 0     | 0     | 75         | 0     | 44     | 0     | 0         | 90     | 38     | 0     | 31        | 80     | 0     | 0     | 358   |
| 5:45 PM                 | 0                   | 0     | 0     | 0     | 73         | 1     | 37     | 0     | 0         | 87     | 37     | 0     | 13        | 80     | 0     | 0     | 328   |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER     | EU    | WL        | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0     | 0     | 0     | 596        | 2     | 321    | 0     | 0         | 765    | 315    | 0     | 206       | 749    | 0     | 0     | 2954  |
|                         |                     |       |       |       | 64.85%     | 0.22% | 34.93% | 0.00% | 0.00%     | 70.83% | 29.17% | 0.00% | 21.57%    | 78.43% | 0.00% | 0.00% |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |       |       |       |            |       |        |       |           |        |        |       |           |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0     | 0     | 0     | 302        | 0     | 175    | 0     | 0         | 418    | 173    | 0     | 105       | 399    | 0     | 0     | 1572  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000 | 0.000 | 0.000 | 0.839      | 0.000 | 0.810  | 0.000 | 0.000     | 0.925  | 0.920  | 0.000 | 0.905     | 0.907  | 0.000 | 0.000 | 0.966 |
|                         |                     |       |       |       |            | 0.883 |        |       |           | 0.923  |        |       |           | 0.940  |       |       |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94  
**City:** Chester  
**Control:** Signalized

**Project ID:** 22-380005-008  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |         |         |         | Rte 126 SB On/Off Ramp |           |           |         | Rte 94    |         |         |         | Rte 94    |         |         |         |       |
|-------------------------|------------------------|---------|---------|---------|------------------------|-----------|-----------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| AM                      | NORTHBOUND             |         |         |         | SOUTHBOUND             |           |           |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|                         | 0<br>NL                | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL                | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 1<br>ER | 0<br>EU | 1<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                      | 0       | 0       | 0       | 7                      | 0         | 1         | 0       | 0         | 14      | 4       | 0       | 4         | 10      | 0       | 0       | 40    |
| 7:15 AM                 | 0                      | 0       | 0       | 0       | 4                      | 0         | 6         | 0       | 0         | 6       | 9       | 0       | 3         | 11      | 0       | 0       | 39    |
| 7:30 AM                 | 0                      | 0       | 0       | 0       | 3                      | 0         | 8         | 0       | 0         | 3       | 7       | 0       | 2         | 6       | 0       | 0       | 29    |
| 7:45 AM                 | 0                      | 0       | 0       | 0       | 2                      | 0         | 5         | 0       | 0         | 8       | 10      | 0       | 2         | 9       | 0       | 0       | 36    |
| 8:00 AM                 | 0                      | 0       | 0       | 0       | 6                      | 1         | 8         | 0       | 0         | 6       | 7       | 0       | 3         | 8       | 0       | 0       | 39    |
| 8:15 AM                 | 0                      | 0       | 0       | 0       | 8                      | 0         | 3         | 0       | 0         | 4       | 6       | 0       | 3         | 8       | 0       | 0       | 32    |
| 8:30 AM                 | 0                      | 0       | 0       | 0       | 1                      | 0         | 6         | 0       | 0         | 4       | 8       | 0       | 2         | 15      | 0       | 0       | 36    |
| 8:45 AM                 | 0                      | 0       | 0       | 0       | 5                      | 0         | 6         | 0       | 0         | 6       | 12      | 0       | 4         | 8       | 0       | 0       | 41    |
| <b>TOTAL VOLUMES :</b>  | NL                     | NT      | NR      | NU      | SL                     | ST        | SR        | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                      | 0       | 0       | 0       | 36                     | 1         | 43        | 0       | 0         | 51      | 63      | 0       | 23        | 75      | 0       | 0       | 292   |
|                         |                        |         |         |         | 45.00%                 | 1.25%     | 53.75%    | 0.00%   | 0.00%     | 44.74%  | 55.26%  | 0.00%   | 23.47%    | 76.53%  | 0.00%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM    |         |         |         |                        |           |           |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                      | 0       | 0       | 0       | 19                     | 1         | 24        | 0       | 0         | 21      | 30      | 0       | 10        | 31      | 0       | 0       | 136   |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000   | 0.000   | 0.000   | 0.594                  | 0.250     | 0.750     | 0.000   | 0.000     | 0.656   | 0.750   | 0.000   | 0.833     | 0.861   | 0.000   | 0.000   | 0.872 |
|                         |                        |         |         |         |                        | 0.733     |           |         |           | 0.708   |         |         |           | 0.932   |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |           |           |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|-----------|-----------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL    | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 1<br>ER | 0<br>EU | 1<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 3          | 0         | 6         | 0       | 0         | 4       | 0       | 0       | 1         | 13      | 0       | 0       | 27    |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 3          | 0         | 3         | 0       | 0         | 5       | 7       | 0       | 0         | 7       | 0       | 0       | 25    |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 4          | 0         | 5         | 0       | 0         | 5       | 5       | 0       | 1         | 19      | 0       | 0       | 39    |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 3          | 0         | 7         | 0       | 0         | 8       | 7       | 0       | 0         | 11      | 0       | 0       | 36    |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 2          | 0         | 8         | 0       | 0         | 3       | 5       | 0       | 0         | 8       | 0       | 0       | 26    |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0         | 9         | 0       | 0         | 4       | 3       | 0       | 0         | 6       | 0       | 0       | 22    |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 1          | 0         | 1         | 0       | 0         | 5       | 6       | 0       | 1         | 5       | 0       | 0       | 19    |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 1          | 0         | 6         | 0       | 0         | 1       | 4       | 0       | 0         | 10      | 0       | 0       | 22    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST        | SR        | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 17         | 0         | 45        | 0       | 0         | 35      | 37      | 0       | 3         | 79      | 0       | 0       | 216   |
|                         |                     |         |         |         | 27.42%     | 0.00%     | 72.58%    | 0.00%   | 0.00%     | 48.61%  | 51.39%  | 0.00%   | 3.66%     | 96.34%  | 0.00%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:30 PM - 05:30 PM |         |         |         |            |           |           |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 9          | 0         | 29        | 0       | 0         | 20      | 20      | 0       | 1         | 44      | 0       | 0       | 123   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.563      | 0.000     | 0.806     | 0.000   | 0.000     | 0.625   | 0.714   | 0.000   | 0.250     | 0.579   | 0.000   | 0.000   | 0.788 |
|                         |                     |         |         |         |            | 0.950     |           |         |           | 0.667   |         |         |           | 0.563   |         |         |       |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-008

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94  
**City:** Chester

**Project ID:** 22-380005-008  
**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| <b>NS/EW Streets:</b>                     | Rte 126 SB On/Off Ramp     | Rte 126 SB On/Off Ramp  | Rte 94                 | Rte 94                 |            |
|-------------------------------------------|----------------------------|-------------------------|------------------------|------------------------|------------|
| <b>AM</b>                                 | NORTH LEG<br>EB      WB    | SOUTH LEG<br>EB      WB | EAST LEG<br>NB      SB | WEST LEG<br>NB      SB | TOTAL      |
|                                           | 7:00 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:15 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:30 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 7:45 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:00 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:15 AM                    | 0      0                | 0      0               | 0      0               | 0          |
|                                           | 8:30 AM                    | 0      0                | 0      0               | 0      0               | 0          |
| 8:45 AM                                   | 0      0                   | 0      0                | 0      0               | 0                      | 0          |
| <b>TOTAL VOLUMES :<br/>APPROACH %'s :</b> | EB      WB<br>0      0     | EB      WB<br>0      0  | NB      SB<br>0      0 | NB      SB<br>0      0 | TOTAL<br>0 |
| <b>PEAK HR :</b>                          | <b>07:30 AM - 08:30 AM</b> |                         |                        |                        | TOTAL      |
| <b>PEAK HR VOL :</b>                      | 0      0                   | 0      0                | 0      0               | 0      0               | 0          |
| <b>PEAK HR FACTOR :</b>                   |                            |                         |                        |                        |            |

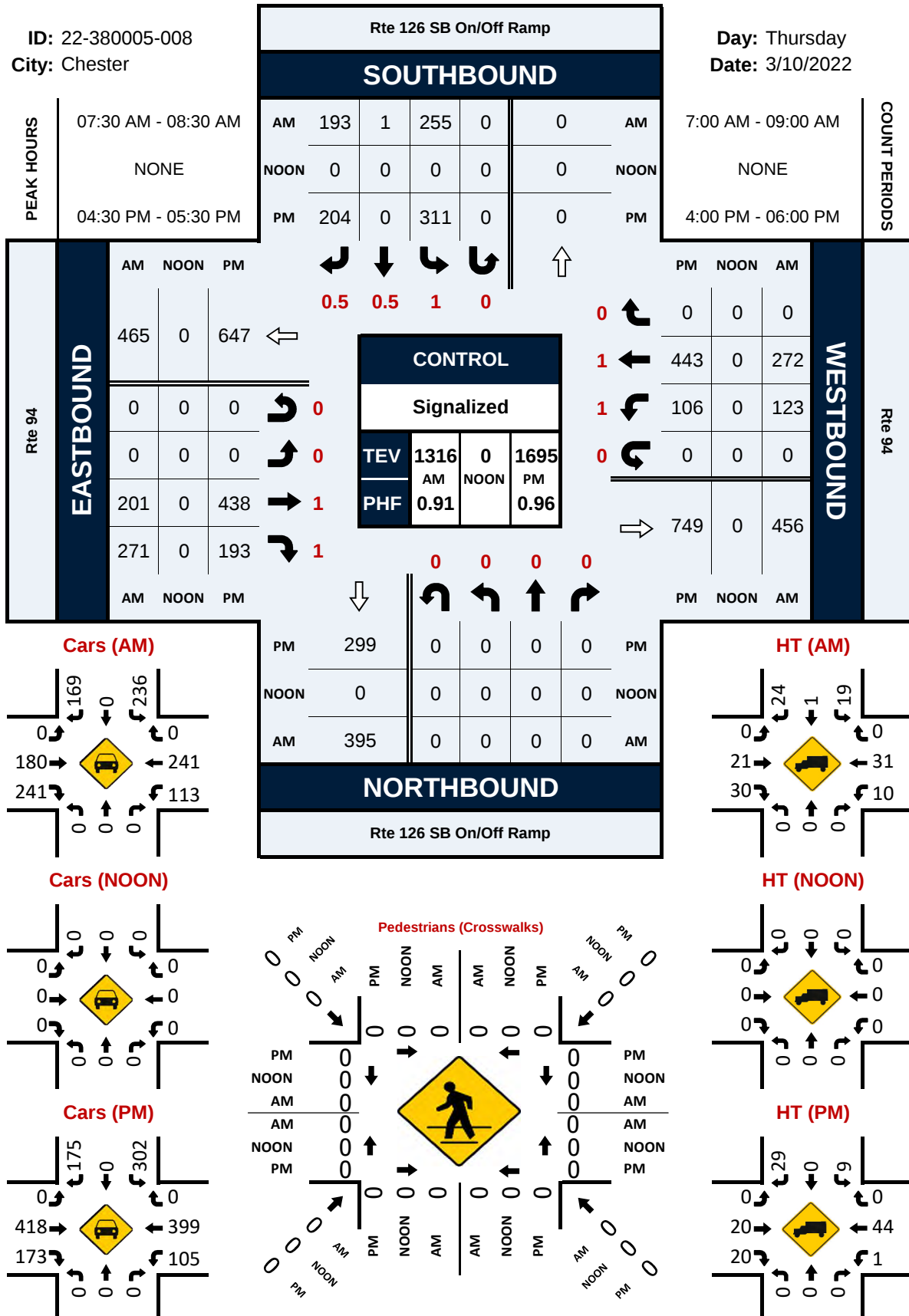
| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 1       | 0        | 0       | 0        | 0       | 1          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 1       | 0        | 0       | 0        | 0       | 1          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>2 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>2 |
|                                   |                     |         | 0.00%     | 100.00% |          |         |          |         |            |
| PEAK HR :                         | 04:30 PM - 05:30 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 0                   |         | 0         |         | 0        |         | 0        |         | 0          |
| PEAK HR FACTOR :                  |                     |         |           |         |          |         |          |         |            |

## Rte 126 SB On/Off Ramp &amp; Rte 94

## Peak Hour Turning Movement Count

ID: 22-380005-008  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M  
**City:** Monroe  
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Museum Village Rd   |          |          |         | Museum Village Rd |          |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |                      |
|-------------------------|---------------------|----------|----------|---------|-------------------|----------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|----------------------|
| AM                      | NORTHBOUND          |          |          |         | SOUTHBOUND        |          |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL           | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |                      |
| 7:00 AM                 | 1                   | 7        | 14       | 0       | 17                | 3        | 8        | 0       | 6           | 21        | 0       | 0       | 5           | 21        | 6        | 0       | 109                  |
| 7:15 AM                 | 1                   | 13       | 4        | 0       | 26                | 3        | 6        | 0       | 9           | 43        | 0       | 0       | 2           | 25        | 6        | 0       | 138                  |
| 7:30 AM                 | 0                   | 16       | 4        | 0       | 24                | 5        | 9        | 0       | 7           | 28        | 0       | 0       | 2           | 30        | 8        | 0       | 133                  |
| 7:45 AM                 | 0                   | 17       | 2        | 0       | 28                | 1        | 16       | 0       | 11          | 34        | 0       | 0       | 1           | 54        | 5        | 0       | 169                  |
| 8:00 AM                 | 0                   | 14       | 4        | 0       | 19                | 4        | 10       | 0       | 4           | 33        | 1       | 0       | 2           | 37        | 8        | 0       | 136                  |
| 8:15 AM                 | 0                   | 13       | 0        | 0       | 21                | 3        | 15       | 0       | 7           | 29        | 0       | 0       | 5           | 47        | 4        | 0       | 144                  |
| 8:30 AM                 | 0                   | 7        | 3        | 0       | 19                | 3        | 13       | 0       | 7           | 37        | 0       | 0       | 2           | 41        | 11       | 0       | 143                  |
| 8:45 AM                 | 0                   | 6        | 4        | 0       | 25                | 4        | 10       | 0       | 8           | 47        | 0       | 0       | 2           | 33        | 11       | 0       | 150                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>2             | NT<br>93 | NR<br>35 | NU<br>0 | SL<br>179         | ST<br>26 | SR<br>87 | SU<br>0 | EL<br>59    | ET<br>272 | ER<br>1 | EU<br>0 | WL<br>21    | WT<br>288 | WR<br>59 | WU<br>0 | <b>TOTAL</b><br>1122 |
| <b>APPROACH %'s :</b>   | 1.54%               | 71.54%   | 26.92%   | 0.00%   | 61.30%            | 8.90%    | 29.79%   | 0.00%   | 17.77%      | 81.93%    | 0.30%   | 0.00%   | 5.71%       | 78.26%    | 16.03%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |          |          |         |                   |          |          |         |             |           |         |         |             |           |          |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 51       | 9        | 0       | 87                | 11       | 54       | 0       | 29          | 133       | 1       | 0       | 10          | 179       | 28       | 0       | 592                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.750    | 0.563    | 0.000   | 0.777             | 0.688    | 0.844    | 0.000   | 0.659       | 0.899     | 0.250   | 0.000   | 0.500       | 0.829     | 0.636    | 0.000   | 0.876                |
|                         | 0.789               |          |          |         | 0.844             |          |          |         | 0.906       |           |         |         | 0.904       |           |          |         |                      |

| PM                      | NORTHBOUND          |          |          |         | SOUTHBOUND |          |          |         | EASTBOUND |           |         |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|----------|----------|---------|------------|----------|----------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL   | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 0<br>WR   | 0<br>WU |                      |
| 4:00 PM                 | 0                   | 6        | 3        | 0       | 21         | 16       | 9        | 0       | 10        | 44        | 0       | 0       | 7         | 79        | 21        | 0       | 216                  |
| 4:15 PM                 | 0                   | 5        | 3        | 0       | 24         | 9        | 11       | 0       | 11        | 39        | 0       | 0       | 3         | 60        | 23        | 0       | 188                  |
| 4:30 PM                 | 0                   | 7        | 1        | 0       | 28         | 9        | 12       | 0       | 10        | 28        | 1       | 0       | 4         | 62        | 12        | 0       | 174                  |
| 4:45 PM                 | 0                   | 10       | 6        | 0       | 28         | 12       | 15       | 0       | 10        | 37        | 0       | 0       | 3         | 82        | 20        | 0       | 223                  |
| 5:00 PM                 | 0                   | 7        | 6        | 0       | 26         | 8        | 14       | 0       | 12        | 49        | 1       | 0       | 6         | 78        | 26        | 0       | 233                  |
| 5:15 PM                 | 1                   | 6        | 6        | 0       | 21         | 9        | 15       | 0       | 10        | 42        | 1       | 0       | 4         | 76        | 21        | 0       | 212                  |
| 5:30 PM                 | 0                   | 10       | 2        | 0       | 21         | 10       | 10       | 0       | 8         | 26        | 0       | 0       | 6         | 56        | 25        | 0       | 174                  |
| 5:45 PM                 | 1                   | 9        | 3        | 0       | 19         | 9        | 8        | 0       | 10        | 32        | 0       | 0       | 3         | 51        | 17        | 0       | 162                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>2             | NT<br>60 | NR<br>30 | NU<br>0 | SL<br>188  | ST<br>82 | SR<br>94 | SU<br>0 | EL<br>81  | ET<br>297 | ER<br>3 | EU<br>0 | WL<br>36  | WT<br>544 | WR<br>165 | WU<br>0 | <b>TOTAL</b><br>1582 |
| <b>APPROACH %'s :</b>   | 2.17%               | 65.22%   | 32.61%   | 0.00%   | 51.65%     | 22.53%   | 25.82%   | 0.00%   | 21.26%    | 77.95%    | 0.79%   | 0.00%   | 4.83%     | 73.02%    | 22.15%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |          |          |         |            |          |          |         |           |           |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 1                   | 33       | 20       | 0       | 96         | 39       | 54       | 0       | 40        | 154       | 2       | 0       | 19        | 292       | 92        | 0       | 842                  |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.825    | 0.833    | 0.000   | 0.857      | 0.813    | 0.900    | 0.000   | 0.833     | 0.786     | 0.500   | 0.000   | 0.792     | 0.890     | 0.885     | 0.000   | 0.903                |
|                         | 0.844               |          |          |         | 0.859      |          |          |         | 0.790     |           |         |         | 0.916     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M  
**City:** Monroe  
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Museum Village Rd   |          |          |         | Museum Village Rd |          |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |                      |
|-------------------------|---------------------|----------|----------|---------|-------------------|----------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|----------------------|
| AM                      | NORTHBOUND          |          |          |         | SOUTHBOUND        |          |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL           | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |                      |
| 7:00 AM                 | 1                   | 7        | 14       | 0       | 17                | 3        | 8        | 0       | 6           | 20        | 0       | 0       | 5           | 19        | 6        | 0       | 106                  |
| 7:15 AM                 | 1                   | 13       | 4        | 0       | 26                | 3        | 6        | 0       | 7           | 39        | 0       | 0       | 2           | 24        | 5        | 0       | 130                  |
| 7:30 AM                 | 0                   | 16       | 4        | 0       | 23                | 5        | 7        | 0       | 7           | 26        | 0       | 0       | 2           | 28        | 7        | 0       | 125                  |
| 7:45 AM                 | 0                   | 17       | 2        | 0       | 26                | 1        | 16       | 0       | 8           | 31        | 0       | 0       | 1           | 51        | 5        | 0       | 158                  |
| 8:00 AM                 | 0                   | 13       | 4        | 0       | 17                | 3        | 9        | 0       | 4           | 29        | 1       | 0       | 2           | 37        | 8        | 0       | 127                  |
| 8:15 AM                 | 0                   | 11       | 0        | 0       | 20                | 3        | 15       | 0       | 7           | 28        | 0       | 0       | 5           | 45        | 4        | 0       | 138                  |
| 8:30 AM                 | 0                   | 7        | 3        | 0       | 19                | 3        | 11       | 0       | 7           | 32        | 0       | 0       | 2           | 33        | 11       | 0       | 128                  |
| 8:45 AM                 | 0                   | 6        | 4        | 0       | 25                | 2        | 9        | 0       | 7           | 44        | 0       | 0       | 2           | 31        | 10       | 0       | 140                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>2             | NT<br>90 | NR<br>35 | NU<br>0 | SL<br>173         | ST<br>23 | SR<br>81 | SU<br>0 | EL<br>53    | ET<br>249 | ER<br>1 | EU<br>0 | WL<br>21    | WT<br>268 | WR<br>56 | WU<br>0 | <b>TOTAL</b><br>1052 |
| <b>APPROACH %'s :</b>   | 1.57%               | 70.87%   | 27.56%   | 0.00%   | 62.45%            | 8.30%    | 29.24%   | 0.00%   | 17.49%      | 82.18%    | 0.33%   | 0.00%   | 6.09%       | 77.68%    | 16.23%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |          |          |         |                   |          |          |         |             |           |         |         |             |           |          |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 48       | 9        | 0       | 82                | 10       | 51       | 0       | 26          | 120       | 1       | 0       | 10          | 166       | 28       | 0       | 551                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.706    | 0.563    | 0.000   | 0.788             | 0.833    | 0.797    | 0.000   | 0.813       | 0.938     | 0.250   | 0.000   | 0.500       | 0.814     | 0.636    | 0.000   | 0.872                |
|                         | 0.750               |          |          |         | 0.831             |          |          |         | 0.942       |           |         |         | 0.895       |           |          |         |                      |

| PM                      | NORTHBOUND          |          |          |         | SOUTHBOUND |          |          |         | EASTBOUND |           |         |         | WESTBOUND |           |           |         | TOTAL                |
|-------------------------|---------------------|----------|----------|---------|------------|----------|----------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL   | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 0<br>WR   | 0<br>WU |                      |
| 4:00 PM                 | 0                   | 6        | 3        | 0       | 21         | 16       | 9        | 0       | 9         | 42        | 0       | 0       | 7         | 79        | 21        | 0       | 213                  |
| 4:15 PM                 | 0                   | 5        | 3        | 0       | 23         | 8        | 11       | 0       | 10        | 37        | 0       | 0       | 3         | 58        | 23        | 0       | 181                  |
| 4:30 PM                 | 0                   | 7        | 1        | 0       | 28         | 9        | 11       | 0       | 10        | 26        | 1       | 0       | 3         | 57        | 10        | 0       | 163                  |
| 4:45 PM                 | 0                   | 10       | 6        | 0       | 28         | 12       | 15       | 0       | 10        | 36        | 0       | 0       | 3         | 81        | 19        | 0       | 220                  |
| 5:00 PM                 | 0                   | 7        | 6        | 0       | 25         | 8        | 14       | 0       | 11        | 48        | 1       | 0       | 6         | 74        | 26        | 0       | 226                  |
| 5:15 PM                 | 1                   | 6        | 6        | 0       | 21         | 9        | 14       | 0       | 10        | 41        | 1       | 0       | 4         | 74        | 21        | 0       | 208                  |
| 5:30 PM                 | 0                   | 10       | 2        | 0       | 21         | 8        | 9        | 0       | 8         | 25        | 0       | 0       | 5         | 56        | 25        | 0       | 169                  |
| 5:45 PM                 | 0                   | 8        | 3        | 0       | 19         | 9        | 8        | 0       | 10        | 32        | 0       | 0       | 3         | 50        | 17        | 0       | 159                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>1             | NT<br>59 | NR<br>30 | NU<br>0 | SL<br>186  | ST<br>79 | SR<br>91 | SU<br>0 | EL<br>78  | ET<br>287 | ER<br>3 | EU<br>0 | WL<br>34  | WT<br>529 | WR<br>162 | WU<br>0 | <b>TOTAL</b><br>1539 |
| <b>APPROACH %'s :</b>   | 1.11%               | 65.56%   | 33.33%   | 0.00%   | 52.25%     | 22.19%   | 25.56%   | 0.00%   | 21.20%    | 77.99%    | 0.82%   | 0.00%   | 4.69%     | 72.97%    | 22.34%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |          |          |         |            |          |          |         |           |           |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 1                   | 33       | 20       | 0       | 95         | 37       | 52       | 0       | 39        | 150       | 2       | 0       | 18        | 285       | 91        | 0       | 823                  |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.825    | 0.833    | 0.000   | 0.848      | 0.771    | 0.867    | 0.000   | 0.886     | 0.781     | 0.500   | 0.000   | 0.750     | 0.880     | 0.875     | 0.000   | 0.910                |
|                         | 0.844               |          |          |         | 0.836      |          |          |         | 0.796     |           |         |         | 0.929     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M  
**City:** Monroe  
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Museum Village Rd   |         |         |         | Museum Village Rd |         |         |         | NYS Rte 17M |          |         |         | NYS Rte 17M |          |         |         |                    |
|-------------------------|---------------------|---------|---------|---------|-------------------|---------|---------|---------|-------------|----------|---------|---------|-------------|----------|---------|---------|--------------------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND        |         |         |         | EASTBOUND   |          |         |         | WESTBOUND   |          |         |         | TOTAL              |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL           | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT  | 0<br>WR | 0<br>WU |                    |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 1        | 0       | 0       | 0           | 2        | 0       | 0       | 3                  |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 2           | 4        | 0       | 0       | 0           | 1        | 1       | 0       | 8                  |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 1                 | 0       | 2       | 0       | 0           | 2        | 0       | 0       | 0           | 2        | 1       | 0       | 8                  |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 2                 | 0       | 0       | 0       | 3           | 3        | 0       | 0       | 0           | 3        | 0       | 0       | 11                 |
| 8:00 AM                 | 0                   | 1       | 0       | 0       | 2                 | 1       | 1       | 0       | 0           | 4        | 0       | 0       | 0           | 0        | 0       | 0       | 9                  |
| 8:15 AM                 | 0                   | 2       | 0       | 0       | 1                 | 0       | 0       | 0       | 0           | 1        | 0       | 0       | 0           | 2        | 0       | 0       | 6                  |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 2       | 0       | 0           | 5        | 0       | 0       | 0           | 8        | 0       | 0       | 15                 |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 0                 | 2       | 1       | 0       | 1           | 3        | 0       | 0       | 0           | 2        | 1       | 0       | 10                 |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>3 | NR<br>0 | NU<br>0 | SL<br>6           | ST<br>3 | SR<br>6 | SU<br>0 | EL<br>6     | ET<br>23 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>20 | WR<br>3 | WU<br>0 | <b>TOTAL</b><br>70 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00% | 0.00%   | 0.00%   | 40.00%            | 20.00%  | 40.00%  | 0.00%   | 20.69%      | 79.31%   | 0.00%   | 0.00%   | 0.00%       | 86.96%   | 13.04%  | 0.00%   |                    |
| <b>PEAK HR :</b>        | 07:45 AM - 08:45 AM |         |         |         |                   |         |         |         |             |          |         |         |             |          |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 3       | 0       | 0       | 5                 | 1       | 3       | 0       | 3           | 13       | 0       | 0       | 0           | 13       | 0       | 0       | 41                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.375   | 0.000   | 0.000   | 0.625             | 0.250   | 0.375   | 0.000   | 0.250       | 0.650    | 0.000   | 0.000   | 0.000       | 0.406    | 0.000   | 0.000   | 0.683              |
|                         | 0.375               |         |         |         | 0.563             |         |         |         | 0.667       |          |         |         | 0.406       |          |         |         |                    |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |          |         |         | WESTBOUND |          |         |         | TOTAL              |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|----------|---------|---------|-----------|----------|---------|---------|--------------------|
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT  | 0<br>WR | 0<br>WU |                    |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 2        | 0       | 0       | 0         | 0        | 0       | 0       | 3                  |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 1          | 1       | 0       | 0       | 1         | 2        | 0       | 0       | 0         | 2        | 0       | 0       | 7                  |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 1       | 0       | 0         | 2        | 0       | 0       | 1         | 5        | 2       | 0       | 11                 |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1        | 0       | 0       | 0         | 1        | 1       | 0       | 3                  |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 1          | 0       | 0       | 0       | 1         | 1        | 0       | 0       | 0         | 4        | 0       | 0       | 7                  |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 1       | 0       | 0         | 1        | 0       | 0       | 0         | 2        | 0       | 0       | 4                  |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 2       | 1       | 0       | 0         | 1        | 0       | 0       | 1         | 0        | 0       | 0       | 5                  |
| 5:45 PM                 | 1                   | 1       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0        | 0       | 0       | 0         | 1        | 0       | 0       | 3                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>1             | NT<br>1 | NR<br>0 | NU<br>0 | SL<br>2    | ST<br>3 | SR<br>3 | SU<br>0 | EL<br>3   | ET<br>10 | ER<br>0 | EU<br>0 | WL<br>2   | WT<br>15 | WR<br>3 | WU<br>0 | <b>TOTAL</b><br>43 |
| <b>APPROACH %'s :</b>   | 50.00%              | 50.00%  | 0.00%   | 0.00%   | 25.00%     | 37.50%  | 37.50%  | 0.00%   | 23.08%    | 76.92%   | 0.00%   | 0.00%   | 10.00%    | 75.00%   | 15.00%  | 0.00%   |                    |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |          |         |         |           |          |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 1          | 2       | 2       | 0       | 1         | 4        | 0       | 0       | 1         | 7        | 1       | 0       | 19                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.250      | 0.250   | 0.500   | 0.000   | 0.250     | 1.000    | 0.000   | 0.000   | 0.250     | 0.438    | 0.250   | 0.000   | 0.679              |
|                         |                     |         |         |         | 0.417      |         |         |         | 0.625     |          |         |         | 0.563     |          |         |         |                    |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Project ID:** 22-380005-009

**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:                    | Museum Village Rd        |         | Museum Village Rd        |         | NYS Rte 17M              |         | NYS Rte 17M              |         |            |
|-----------------------------------|--------------------------|---------|--------------------------|---------|--------------------------|---------|--------------------------|---------|------------|
| AM                                | NORTH LEG                |         | SOUTH LEG                |         | EAST LEG                 |         | WEST LEG                 |         | TOTAL      |
|                                   | EB                       | WB      | EB                       | WB      | NB                       | SB      | NB                       | SB      |            |
| 7:00 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 7:15 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 7:30 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 7:45 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 8:00 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 8:15 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 8:30 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| 8:45 AM                           | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0                        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0                  | WB<br>0 | EB<br>0                  | WB<br>0 | NB<br>0                  | SB<br>0 | NB<br>0                  | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 07:45 AM - 08:45 AM      |         |                          |         |                          |         |                          |         | TOTAL      |
| PEAK HR VOL :<br>PEAK HR FACTOR : | 0                      0 |         | 0                      0 |         | 0                      0 |         | 0                      0 |         | 0          |

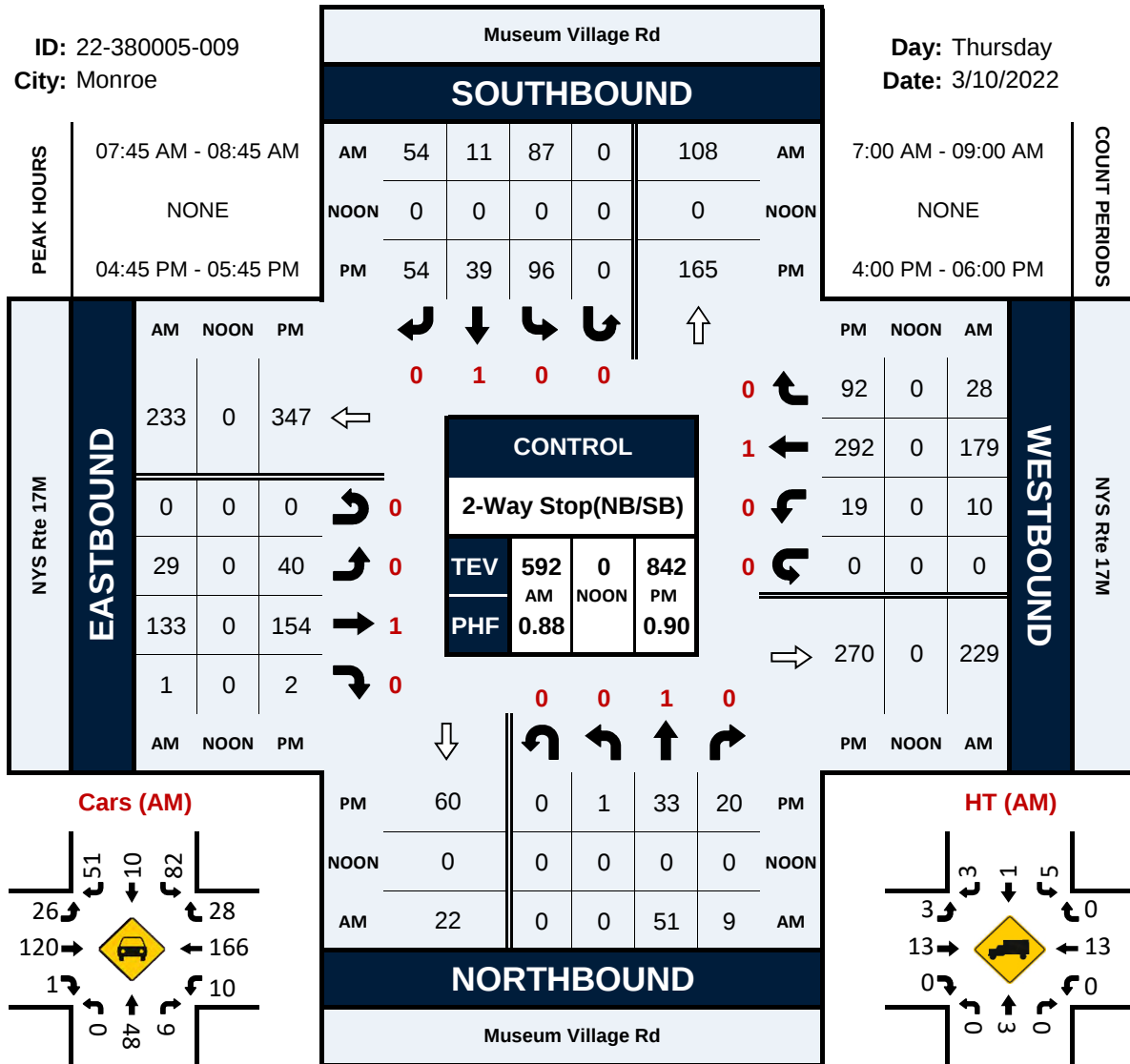
| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 04:45 PM - 05:45 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 0                   |         | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| PEAK HR FACTOR :                  |                     |         |           |         |          |         |          |         |            |

## Museum Village Rd &amp; NYS Rte 17M

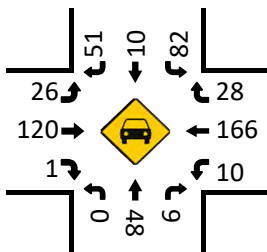
## Peak Hour Turning Movement Count

ID: 22-380005-009  
City: Monroe

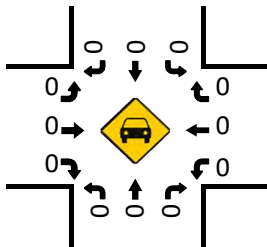
Day: Thursday  
Date: 3/10/2022



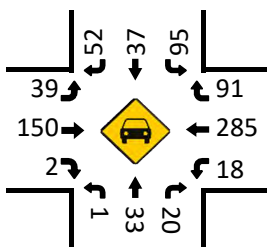
Cars (AM)



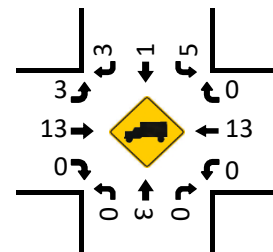
Cars (NOON)



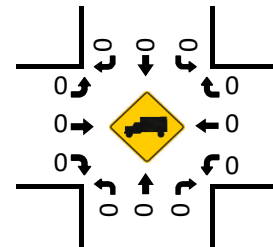
Cars (PM)



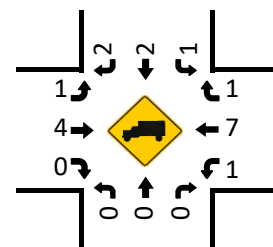
HT (AM)



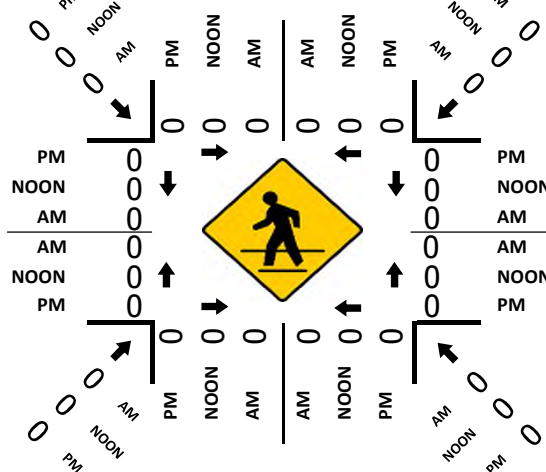
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S  
**City:** Monroe  
**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Rte 208             |           |         |         | Rte 208    |            |           |         | Museum Village Rd S |         |          |         | Museum Village Rd S |         |         |         |                      |
|-------------------------|---------------------|-----------|---------|---------|------------|------------|-----------|---------|---------------------|---------|----------|---------|---------------------|---------|---------|---------|----------------------|
| AM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |            |           |         | EASTBOUND           |         |          |         | WESTBOUND           |         |         |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST    | 0<br>SR   | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 2                   | 58        | 0       | 0       | 0          | 164        | 13        | 0       | 20                  | 0       | 4        | 0       | 0                   | 0       | 0       | 0       | 261                  |
| 7:15 AM                 | 1                   | 52        | 0       | 0       | 0          | 166        | 17        | 0       | 10                  | 0       | 7        | 0       | 0                   | 0       | 0       | 0       | 253                  |
| 7:30 AM                 | 1                   | 87        | 0       | 0       | 0          | 225        | 22        | 0       | 16                  | 0       | 7        | 0       | 0                   | 0       | 0       | 0       | 358                  |
| 7:45 AM                 | 3                   | 85        | 0       | 0       | 0          | 198        | 26        | 0       | 27                  | 0       | 6        | 0       | 0                   | 0       | 0       | 0       | 345                  |
| 8:00 AM                 | 1                   | 78        | 0       | 0       | 0          | 172        | 9         | 0       | 17                  | 0       | 3        | 0       | 0                   | 0       | 0       | 0       | 280                  |
| 8:15 AM                 | 0                   | 71        | 0       | 0       | 0          | 203        | 19        | 0       | 21                  | 0       | 7        | 0       | 0                   | 0       | 0       | 0       | 321                  |
| 8:30 AM                 | 1                   | 84        | 0       | 0       | 0          | 184        | 20        | 0       | 13                  | 0       | 5        | 0       | 0                   | 0       | 0       | 0       | 307                  |
| 8:45 AM                 | 2                   | 84        | 0       | 0       | 0          | 208        | 14        | 0       | 15                  | 0       | 11       | 0       | 0                   | 0       | 0       | 0       | 334                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>11            | NT<br>599 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>1520 | SR<br>140 | SU<br>0 | EL<br>139           | ET<br>0 | ER<br>50 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2459 |
| <b>APPROACH %'s :</b>   | 1.80%               | 98.20%    | 0.00%   | 0.00%   | 0.00%      | 91.57%     | 8.43%     | 0.00%   | 73.54%              | 0.00%   | 26.46%   | 0.00%   |                     |         |         |         |                      |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |           |         |         |            |            |           |         |                     |         |          |         |                     |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 5                   | 321       | 0       | 0       | 0          | 798        | 76        | 0       | 81                  | 0       | 23       | 0       | 0                   | 0       | 0       | 0       | 1304                 |
| <b>PEAK HR FACTOR :</b> | 0.417               | 0.922     | 0.000   | 0.000   | 0.000      | 0.887      | 0.731     | 0.000   | 0.750               | 0.000   | 0.821    | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.911                |
|                         | 0.926               |           |         |         | 0.885      |            |           |         | 0.788               |         |          |         |                     |         |         |         |                      |

| PM                      | NORTHBOUND          |            |         |         | SOUTHBOUND |           |           |         | EASTBOUND |         |          |         | WESTBOUND |         |         |         | TOTAL                |
|-------------------------|---------------------|------------|---------|---------|------------|-----------|-----------|---------|-----------|---------|----------|---------|-----------|---------|---------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT    | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 3                   | 192        | 0       | 0       | 0          | 119       | 16        | 0       | 26        | 0       | 4        | 0       | 0         | 0       | 0       | 0       | 360                  |
| 4:15 PM                 | 5                   | 181        | 0       | 0       | 0          | 140       | 14        | 0       | 35        | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 380                  |
| 4:30 PM                 | 3                   | 202        | 0       | 0       | 0          | 143       | 17        | 0       | 45        | 0       | 4        | 0       | 0         | 0       | 0       | 0       | 414                  |
| 4:45 PM                 | 1                   | 228        | 0       | 0       | 0          | 117       | 17        | 0       | 37        | 0       | 8        | 0       | 0         | 0       | 0       | 0       | 408                  |
| 5:00 PM                 | 7                   | 227        | 0       | 0       | 0          | 105       | 18        | 0       | 33        | 0       | 10       | 0       | 0         | 0       | 0       | 0       | 400                  |
| 5:15 PM                 | 5                   | 264        | 0       | 0       | 0          | 113       | 18        | 0       | 36        | 0       | 8        | 0       | 0         | 0       | 0       | 0       | 444                  |
| 5:30 PM                 | 6                   | 262        | 0       | 0       | 0          | 141       | 18        | 0       | 39        | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 471                  |
| 5:45 PM                 | 0                   | 215        | 0       | 0       | 0          | 119       | 12        | 0       | 35        | 0       | 2        | 0       | 0         | 0       | 0       | 0       | 383                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>30            | NT<br>1771 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>997 | SR<br>130 | SU<br>0 | EL<br>286 | ET<br>0 | ER<br>46 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>3260 |
| <b>APPROACH %'s :</b>   | 1.67%               | 98.33%     | 0.00%   | 0.00%   | 0.00%      | 88.46%    | 11.54%    | 0.00%   | 86.14%    | 0.00%   | 13.86%   | 0.00%   |           |         |         |         |                      |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |            |         |         |            |           |           |         |           |         |          |         |           |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 19                  | 981        | 0       | 0       | 0          | 476       | 71        | 0       | 145       | 0       | 31       | 0       | 0         | 0       | 0       | 0       | 1723                 |
| <b>PEAK HR FACTOR :</b> | 0.679               | 0.929      | 0.000   | 0.000   | 0.000      | 0.844     | 0.986     | 0.000   | 0.929     | 0.000   | 0.775    | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.915                |
|                         | 0.929               |            |         |         | 0.860      |           |           |         | 0.978     |         |          |         |           |         |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S  
**City:** Monroe  
**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Rte 208             |           |         |         | Rte 208    |            |           |         | Museum Village Rd S |         |          |         | Museum Village Rd S |         |         |         |                      |
|-------------------------|---------------------|-----------|---------|---------|------------|------------|-----------|---------|---------------------|---------|----------|---------|---------------------|---------|---------|---------|----------------------|
| AM                      | NORTHBOUND          |           |         |         | SOUTHBOUND |            |           |         | EASTBOUND           |         |          |         | WESTBOUND           |         |         |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST    | 0<br>SR   | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 7:00 AM                 | 2                   | 54        | 0       | 0       | 0          | 158        | 13        | 0       | 20                  | 0       | 4        | 0       | 0                   | 0       | 0       | 0       | 251                  |
| 7:15 AM                 | 0                   | 49        | 0       | 0       | 0          | 158        | 16        | 0       | 8                   | 0       | 7        | 0       | 0                   | 0       | 0       | 0       | 238                  |
| 7:30 AM                 | 1                   | 82        | 0       | 0       | 0          | 216        | 21        | 0       | 15                  | 0       | 7        | 0       | 0                   | 0       | 0       | 0       | 342                  |
| 7:45 AM                 | 2                   | 76        | 0       | 0       | 0          | 186        | 25        | 0       | 21                  | 0       | 6        | 0       | 0                   | 0       | 0       | 0       | 316                  |
| 8:00 AM                 | 1                   | 71        | 0       | 0       | 0          | 165        | 9         | 0       | 15                  | 0       | 3        | 0       | 0                   | 0       | 0       | 0       | 264                  |
| 8:15 AM                 | 0                   | 58        | 0       | 0       | 0          | 193        | 19        | 0       | 15                  | 0       | 5        | 0       | 0                   | 0       | 0       | 0       | 290                  |
| 8:30 AM                 | 1                   | 68        | 0       | 0       | 0          | 175        | 17        | 0       | 10                  | 0       | 3        | 0       | 0                   | 0       | 0       | 0       | 274                  |
| 8:45 AM                 | 1                   | 79        | 0       | 0       | 0          | 196        | 12        | 0       | 14                  | 0       | 9        | 0       | 0                   | 0       | 0       | 0       | 311                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>8             | NT<br>537 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>1447 | SR<br>132 | SU<br>0 | EL<br>118           | ET<br>0 | ER<br>44 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2286 |
| <b>APPROACH %'s :</b>   | 1.47%               | 98.53%    | 0.00%   | 0.00%   | 0.00%      | 91.64%     | 8.36%     | 0.00%   | 72.84%              | 0.00%   | 27.16%   | 0.00%   |                     |         |         |         |                      |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |           |         |         |            |            |           |         |                     |         |          |         |                     |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 4                   | 287       | 0       | 0       | 0          | 760        | 74        | 0       | 66                  | 0       | 21       | 0       | 0                   | 0       | 0       | 0       | 1212                 |
| <b>PEAK HR FACTOR :</b> | 0.500               | 0.875     | 0.000   | 0.000   | 0.000      | 0.880      | 0.740     | 0.000   | 0.786               | 0.000   | 0.750    | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.886                |
|                         | 0.877               |           |         |         | 0.880      |            |           |         | 0.806               |         |          |         |                     |         |         |         |                      |

| PM                      | NORTHBOUND          |            |         |         | SOUTHBOUND |           |           |         | EASTBOUND |         |          |         | WESTBOUND |         |         |         | TOTAL                |
|-------------------------|---------------------|------------|---------|---------|------------|-----------|-----------|---------|-----------|---------|----------|---------|-----------|---------|---------|---------|----------------------|
|                         | 0<br>NL             | 1<br>NT    | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 4:00 PM                 | 2                   | 188        | 0       | 0       | 0          | 115       | 15        | 0       | 24        | 0       | 4        | 0       | 0         | 0       | 0       | 0       | 348                  |
| 4:15 PM                 | 5                   | 176        | 0       | 0       | 0          | 134       | 12        | 0       | 31        | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 363                  |
| 4:30 PM                 | 3                   | 198        | 0       | 0       | 0          | 133       | 16        | 0       | 42        | 0       | 4        | 0       | 0         | 0       | 0       | 0       | 396                  |
| 4:45 PM                 | 0                   | 223        | 0       | 0       | 0          | 111       | 17        | 0       | 36        | 0       | 8        | 0       | 0         | 0       | 0       | 0       | 395                  |
| 5:00 PM                 | 7                   | 223        | 0       | 0       | 0          | 98        | 18        | 0       | 33        | 0       | 10       | 0       | 0         | 0       | 0       | 0       | 389                  |
| 5:15 PM                 | 5                   | 259        | 0       | 0       | 0          | 111       | 16        | 0       | 36        | 0       | 8        | 0       | 0         | 0       | 0       | 0       | 435                  |
| 5:30 PM                 | 6                   | 259        | 0       | 0       | 0          | 138       | 15        | 0       | 38        | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 461                  |
| 5:45 PM                 | 0                   | 212        | 0       | 0       | 0          | 114       | 12        | 0       | 33        | 0       | 2        | 0       | 0         | 0       | 0       | 0       | 373                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>28            | NT<br>1738 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>954 | SR<br>121 | SU<br>0 | EL<br>273 | ET<br>0 | ER<br>46 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>3160 |
| <b>APPROACH %'s :</b>   | 1.59%               | 98.41%     | 0.00%   | 0.00%   | 0.00%      | 88.74%    | 11.26%    | 0.00%   | 85.58%    | 0.00%   | 14.42%   | 0.00%   |           |         |         |         |                      |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |            |         |         |            |           |           |         |           |         |          |         |           |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 18                  | 964        | 0       | 0       | 0          | 458       | 66        | 0       | 143       | 0       | 31       | 0       | 0         | 0       | 0       | 0       | 1680                 |
| <b>PEAK HR FACTOR :</b> | 0.643               | 0.931      | 0.000   | 0.000   | 0.000      | 0.830     | 0.917     | 0.000   | 0.941     | 0.000   | 0.775    | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.911                |
|                         | 0.926               |            |         |         | 0.856      |           |           |         | 0.989     |         |          |         |           |         |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Rte 208             |          |         |         | Rte 208    |          |         |         | Museum Village Rd S |         |         |         | Museum Village Rd S |         |         |         |                     |
|-------------------------|---------------------|----------|---------|---------|------------|----------|---------|---------|---------------------|---------|---------|---------|---------------------|---------|---------|---------|---------------------|
| AM                      | NORTHBOUND          |          |         |         | SOUTHBOUND |          |         |         | EASTBOUND           |         |         |         | WESTBOUND           |         |         |         | TOTAL               |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                     |
| 7:00 AM                 | 0                   | 4        | 0       | 0       | 0          | 6        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 10                  |
| 7:15 AM                 | 1                   | 3        | 0       | 0       | 0          | 8        | 1       | 0       | 2                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 15                  |
| 7:30 AM                 | 0                   | 5        | 0       | 0       | 0          | 9        | 1       | 0       | 1                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 16                  |
| 7:45 AM                 | 1                   | 9        | 0       | 0       | 0          | 12       | 1       | 0       | 6                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 29                  |
| 8:00 AM                 | 0                   | 7        | 0       | 0       | 0          | 7        | 0       | 0       | 2                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 16                  |
| 8:15 AM                 | 0                   | 13       | 0       | 0       | 0          | 10       | 0       | 0       | 6                   | 0       | 2       | 0       | 0                   | 0       | 0       | 0       | 31                  |
| 8:30 AM                 | 0                   | 16       | 0       | 0       | 0          | 9        | 3       | 0       | 3                   | 0       | 2       | 0       | 0                   | 0       | 0       | 0       | 33                  |
| 8:45 AM                 | 1                   | 5        | 0       | 0       | 0          | 12       | 2       | 0       | 1                   | 0       | 2       | 0       | 0                   | 0       | 0       | 0       | 23                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>3             | NT<br>62 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>73 | SR<br>8 | SU<br>0 | EL<br>21            | ET<br>0 | ER<br>6 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>173 |
| <b>APPROACH %'s :</b>   | 4.62%               | 95.38%   | 0.00%   | 0.00%   | 0.00%      | 90.12%   | 9.88%   | 0.00%   | 77.78%              | 0.00%   | 22.22%  | 0.00%   | 0                   | 0       | 0       | 0       |                     |
| <b>PEAK HR :</b>        | 07:30 AM - 08:30 AM |          |         |         |            |          |         |         |                     |         |         |         |                     |         |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 1                   | 34       | 0       | 0       | 0          | 38       | 2       | 0       | 15                  | 0       | 2       | 0       | 0                   | 0       | 0       | 0       | 92                  |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.654    | 0.000   | 0.000   | 0.000      | 0.792    | 0.500   | 0.000   | 0.625               | 0.000   | 0.250   | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.742               |
|                         | 0.673               |          |         |         | 0.769      |          |         |         | 0.531               |         |         |         |                     |         |         |         |                     |

| PM                      | NORTHBOUND          |          |         |         | SOUTHBOUND |          |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL               |
|-------------------------|---------------------|----------|---------|---------|------------|----------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|---------------------|
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |                     |
| 4:00 PM                 | 1                   | 4        | 0       | 0       | 0          | 4        | 1       | 0       | 2         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 12                  |
| 4:15 PM                 | 0                   | 5        | 0       | 0       | 0          | 6        | 2       | 0       | 4         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 17                  |
| 4:30 PM                 | 0                   | 4        | 0       | 0       | 0          | 10       | 1       | 0       | 3         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 18                  |
| 4:45 PM                 | 1                   | 5        | 0       | 0       | 0          | 6        | 0       | 0       | 1         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 13                  |
| 5:00 PM                 | 0                   | 4        | 0       | 0       | 0          | 7        | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 11                  |
| 5:15 PM                 | 0                   | 5        | 0       | 0       | 0          | 2        | 2       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 9                   |
| 5:30 PM                 | 0                   | 3        | 0       | 0       | 0          | 3        | 3       | 0       | 1         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 10                  |
| 5:45 PM                 | 0                   | 3        | 0       | 0       | 0          | 5        | 0       | 0       | 2         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 10                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>2             | NT<br>33 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>43 | SR<br>9 | SU<br>0 | EL<br>13  | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>100 |
| <b>APPROACH %'s :</b>   | 5.71%               | 94.29%   | 0.00%   | 0.00%   | 0.00%      | 82.69%   | 17.31%  | 0.00%   | 100.00%   | 0.00%   | 0.00%   | 0.00%   | 0         | 0       | 0       | 0       |                     |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |          |         |         |            |          |         |         |           |         |         |         |           |         |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 1                   | 17       | 0       | 0       | 0          | 18       | 5       | 0       | 2         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 43                  |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.850    | 0.000   | 0.000   | 0.000      | 0.643    | 0.417   | 0.000   | 0.500     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.827               |
|                         | 0.750               |          |         |         | 0.821      |          |         |         | 0.500     |         |         |         |           |         |         |         |                     |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S  
**City:** Monroe

**Project ID:** 22-380005-010  
**Date:** 3/10/2022

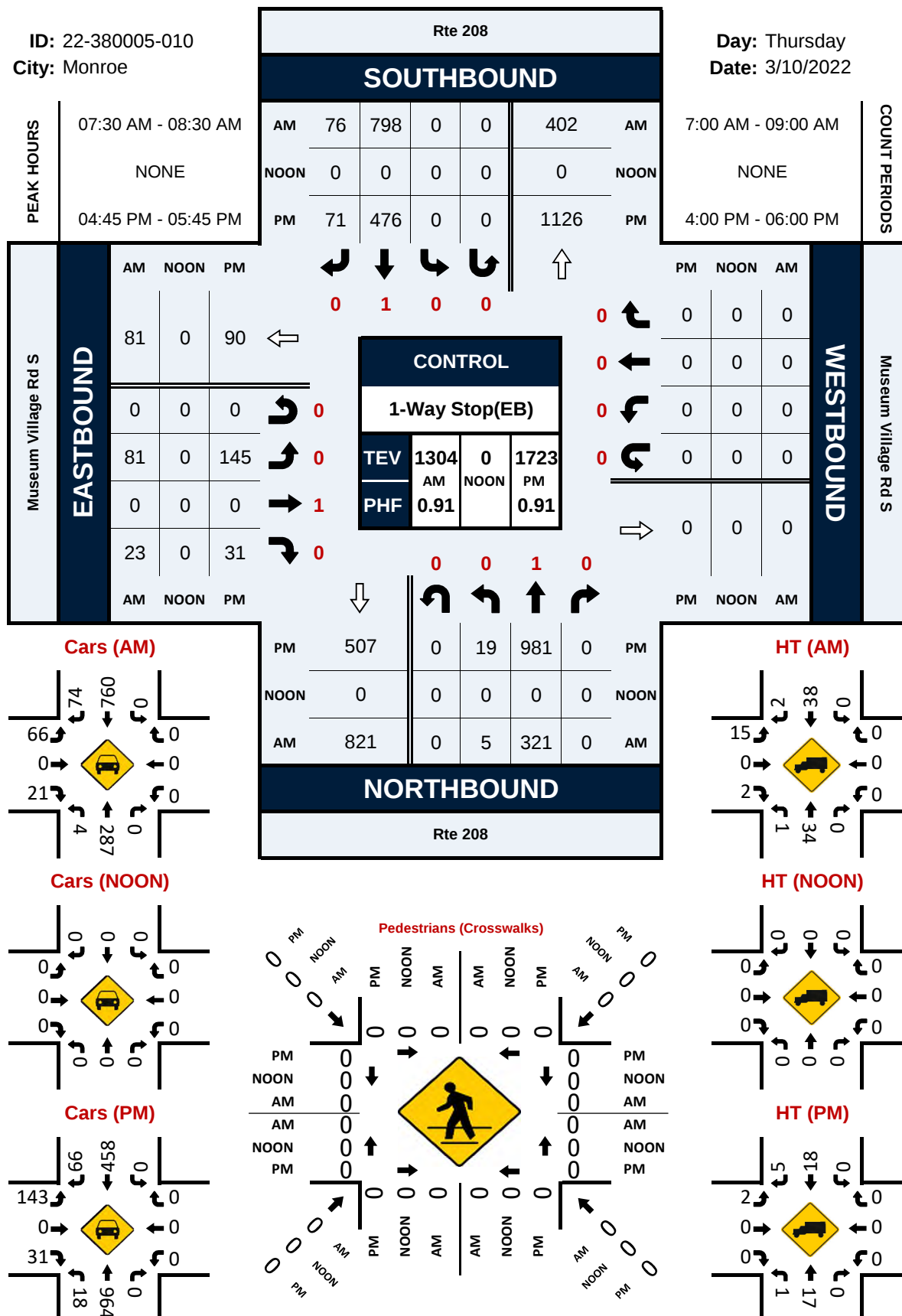
## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Rte 208                    |    | Rte 208   |    | Museum Village Rd S |    | Museum Village Rd S |    |
|-------------------------|----------------------------|----|-----------|----|---------------------|----|---------------------|----|
| AM                      | NORTH LEG                  |    | SOUTH LEG |    | EAST LEG            |    | WEST LEG            |    |
|                         | EB                         | WB | EB        | WB | NB                  | SB | NB                  | SB |
| 7:00 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 7:15 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 7:30 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 7:45 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 8:00 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 8:15 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 8:30 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 8:45 AM                 | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB        | WB | NB                  | SB | NB                  | SB |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>PEAK HR :</b>        | <b>07:30 AM - 08:30 AM</b> |    |           |    |                     |    |                     |    |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>PEAK HR FACTOR :</b> |                            |    |           |    |                     |    |                     |    |

| PM                      | NORTH LEG                  |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |    |
|-------------------------|----------------------------|----|-----------|----|----------|----|----------|----|
|                         | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| 4:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 4:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| 5:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB        | WB | NB       | SB | NB       | SB |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR :</b>        | <b>04:45 PM - 05:45 PM</b> |    |           |    |          |    |          |    |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0  |
| <b>PEAK HR FACTOR :</b> |                            |    |           |    |          |    |          |    |

### Peak Hour Turning Movement Count

**Day:** Thursday  
**Date:** 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M  
**City:** Chester  
**Control:** No Control

**Project ID:** 22-380005-011  
**Date:** 3/10/2022

## Data - Total

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 21      | 0       | 0       | 0           | 25      | 0       | 0       | 46    |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 38      | 0       | 0       | 0           | 32      | 0       | 0       | 70    |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 30      | 0       | 0       | 0           | 37      | 0       | 0       | 67    |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 33      | 0       | 0       | 0           | 44      | 0       | 0       | 77    |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 30      | 0       | 0       | 0           | 37      | 0       | 0       | 67    |
| 8:15 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 35      | 0       | 0       | 0           | 52      | 1       | 0       | 88    |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 35      | 0       | 0       | 0           | 53      | 0       | 0       | 89    |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 52      | 0       | 0       | 0           | 42      | 0       | 0       | 94    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL                 | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 274     | 0       | 0       | 0           | 322     | 1       | 0       | 598   |
|                         |                     |         |         |         | 100.00%            | 0.00%   | 0.00%   | 0.00%   | 0.00%       | 100.00% | 0.00%   | 0.00%   | 0.00%       | 99.69%  | 0.31%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |                    |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 152     | 0       | 0       | 0           | 184     | 1       | 0       | 338   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.250              | 0.000   | 0.000   | 0.000   | 0.000       | 0.731   | 0.000   | 0.000   | 0.000       | 0.868   | 0.250   | 0.000   | 0.899 |
|                         |                     |         |         |         |                    | 0.250   |         |         |             | 0.731   |         |         |             | 0.873   |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 43      | 0       | 0       | 0         | 77      | 1       | 0       | 121   |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 2       | 0       | 2         | 44      | 0       | 0       | 0         | 69      | 0       | 0       | 117   |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 2          | 0       | 0       | 0       | 0         | 28      | 0       | 0       | 0         | 62      | 1       | 0       | 93    |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 1          | 0       | 0       | 0       | 0         | 35      | 0       | 0       | 0         | 99      | 0       | 0       | 135   |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 41      | 0       | 0       | 0         | 88      | 0       | 0       | 129   |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 1          | 0       | 0       | 0       | 0         | 44      | 0       | 0       | 0         | 83      | 0       | 0       | 128   |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 31      | 0       | 0       | 0         | 65      | 0       | 0       | 96    |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 33      | 0       | 0       | 0         | 60      | 0       | 0       | 93    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 4          | 0       | 2       | 0       | 2         | 299     | 0       | 0       | 0         | 603     | 2       | 0       | 912   |
|                         |                     |         |         |         | 66.67%     | 0.00%   | 33.33%  | 0.00%   | 0.66%     | 99.34%  | 0.00%   | 0.00%   | 0.00%     | 99.67%  | 0.33%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 2          | 0       | 0       | 0       | 0         | 151     | 0       | 0       | 0         | 335     | 0       | 0       | 488   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.500      | 0.000   | 0.000   | 0.000   | 0.000     | 0.858   | 0.000   | 0.000   | 0.000     | 0.846   | 0.000   | 0.000   | 0.904 |
|                         |                     |         |         |         |            | 0.500   |         |         |           | 0.858   |         |         |           | 0.846   |         |         |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M  
**City:** Chester  
**Control:** No Control

**Project ID:** 22-380005-011  
**Date:** 3/10/2022

## Data - Cars

| NS/EW Streets:          | Goose Pond Parking  |       |       |       | Goose Pond Parking |       |        |       | NYS Rte 17M |         |       |       | NYS Rte 17M |        |       |       |       |
|-------------------------|---------------------|-------|-------|-------|--------------------|-------|--------|-------|-------------|---------|-------|-------|-------------|--------|-------|-------|-------|
| AM                      | NORTHBOUND          |       |       |       | SOUTHBOUND         |       |        |       | EASTBOUND   |         |       |       | WESTBOUND   |        |       |       | TOTAL |
|                         | 0                   | 0     | 0     | 0     | 0                  | 1     | 0      | 0     | 0           | 1       | 0     | 0     | 0           | 1      | 0     | 0     |       |
|                         | NL                  | NT    | NR    | NU    | SL                 | ST    | SR     | SU    | EL          | ET      | ER    | EU    | WL          | WT     | WR    | WU    |       |
| 7:00 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 20      | 0     | 0     | 0           | 22     | 0     | 0     | 42    |
| 7:15 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 34      | 0     | 0     | 0           | 30     | 0     | 0     | 64    |
| 7:30 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 27      | 0     | 0     | 0           | 32     | 0     | 0     | 59    |
| 7:45 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 31      | 0     | 0     | 0           | 41     | 0     | 0     | 72    |
| 8:00 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 27      | 0     | 0     | 0           | 37     | 0     | 0     | 64    |
| 8:15 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 34      | 0     | 0     | 0           | 49     | 1     | 0     | 84    |
| 8:30 AM                 | 0                   | 0     | 0     | 0     | 1                  | 0     | 0      | 0     | 0           | 32      | 0     | 0     | 0           | 43     | 0     | 0     | 76    |
| 8:45 AM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 50      | 0     | 0     | 0           | 38     | 0     | 0     | 88    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL                 | ST    | SR     | SU    | EL          | ET      | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0     | 0     | 0     | 1                  | 0     | 0      | 0     | 0           | 255     | 0     | 0     | 0           | 292    | 1     | 0     | 549   |
|                         |                     |       |       |       | 100.00%            | 0.00% | 0.00%  | 0.00% | 0.00%       | 100.00% | 0.00% | 0.00% | 0.00%       | 99.66% | 0.34% | 0.00% |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |       |       |       |                    |       |        |       |             |         |       |       |             |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0     | 0     | 0     | 1                  | 0     | 0      | 0     | 0           | 143     | 0     | 0     | 0           | 167    | 1     | 0     | 312   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000 | 0.000 | 0.000 | 0.250              | 0.000 | 0.000  | 0.000 | 0.000       | 0.715   | 0.000 | 0.000 | 0.000       | 0.852  | 0.250 | 0.000 | 0.886 |
|                         |                     |       |       |       |                    | 0.250 |        |       |             | 0.715   |       |       |             | 0.840  |       |       |       |
| PM                      | NORTHBOUND          |       |       |       | SOUTHBOUND         |       |        |       | EASTBOUND   |         |       |       | WESTBOUND   |        |       |       | TOTAL |
|                         | 0                   | 0     | 0     | 0     | 0                  | 1     | 0      | 0     | 0           | 1       | 0     | 0     | 0           | 1      | 0     | 0     |       |
|                         | NL                  | NT    | NR    | NU    | SL                 | ST    | SR     | SU    | EL          | ET      | ER    | EU    | WL          | WT     | WR    | WU    |       |
| 4:00 PM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 41      | 0     | 0     | 0           | 76     | 1     | 0     | 118   |
| 4:15 PM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 2      | 0     | 2           | 41      | 0     | 0     | 0           | 66     | 0     | 0     | 111   |
| 4:30 PM                 | 0                   | 0     | 0     | 0     | 2                  | 0     | 0      | 0     | 0           | 28      | 0     | 0     | 0           | 58     | 1     | 0     | 89    |
| 4:45 PM                 | 0                   | 0     | 0     | 0     | 1                  | 0     | 0      | 0     | 0           | 34      | 0     | 0     | 0           | 95     | 0     | 0     | 130   |
| 5:00 PM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 39      | 0     | 0     | 0           | 84     | 0     | 0     | 123   |
| 5:15 PM                 | 0                   | 0     | 0     | 0     | 1                  | 0     | 0      | 0     | 0           | 43      | 0     | 0     | 0           | 81     | 0     | 0     | 125   |
| 5:30 PM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 30      | 0     | 0     | 0           | 63     | 0     | 0     | 93    |
| 5:45 PM                 | 0                   | 0     | 0     | 0     | 0                  | 0     | 0      | 0     | 0           | 31      | 0     | 0     | 0           | 59     | 0     | 0     | 90    |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT    | NR    | NU    | SL                 | ST    | SR     | SU    | EL          | ET      | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0     | 0     | 0     | 4                  | 0     | 2      | 0     | 2           | 287     | 0     | 0     | 0           | 582    | 2     | 0     | 879   |
|                         |                     |       |       |       | 66.67%             | 0.00% | 33.33% | 0.00% | 0.69%       | 99.31%  | 0.00% | 0.00% | 0.00%       | 99.66% | 0.34% | 0.00% |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |       |       |       |                    |       |        |       |             |         |       |       |             |        |       |       | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0     | 0     | 0     | 2                  | 0     | 0      | 0     | 0           | 146     | 0     | 0     | 0           | 323    | 0     | 0     | 471   |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000 | 0.000 | 0.000 | 0.500              | 0.000 | 0.000  | 0.000 | 0.000       | 0.849   | 0.000 | 0.000 | 0.000       | 0.850  | 0.000 | 0.000 | 0.906 |
|                         |                     |       |       |       |                    | 0.500 |        |       |             | 0.849   |       |       |             | 0.850  |       |       |       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M  
**City:** Chester  
**Control:** No Control

**Project ID:** 22-380005-011  
**Date:** 3/10/2022

## Data - HT

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |       |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM                      | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 3       | 0       | 0       | 4     |
| 7:15 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 4       | 0       | 0       | 0           | 2       | 0       | 0       | 6     |
| 7:30 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 5       | 0       | 0       | 8     |
| 7:45 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 3       | 0       | 0       | 5     |
| 8:00 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 0       | 0       | 0       | 3     |
| 8:15 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 3       | 0       | 0       | 4     |
| 8:30 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 10      | 0       | 0       | 13    |
| 8:45 AM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 4       | 0       | 0       | 6     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL                 | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 19      | 0       | 0       | 0           | 30      | 0       | 0       | 49    |
|                         |                     |         |         |         |                    |         |         |         | 0.00%       | 100.00% | 0.00%   | 0.00%   | 0.00%       | 100.00% | 0.00%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 08:00 AM - 09:00 AM |         |         |         |                    |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 9       | 0       | 0       | 0           | 17      | 0       | 0       | 26    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000              | 0.000   | 0.000   | 0.000   | 0.000       | 0.750   | 0.000   | 0.000   | 0.000       | 0.425   | 0.000   | 0.000   | 0.500 |
|                         |                     |         |         |         |                    |         |         |         |             | 0.750   |         |         |             | 0.425   |         |         |       |

| PM                      | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 2       | 0       | 0       | 0         | 1       | 0       | 0       | 3     |
| 4:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 3       | 0       | 0       | 0         | 3       | 0       | 0       | 6     |
| 4:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 4       | 0       | 0       | 4     |
| 4:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 0       | 0       | 0         | 4       | 0       | 0       | 5     |
| 5:00 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 2       | 0       | 0       | 0         | 4       | 0       | 0       | 6     |
| 5:15 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 0       | 0       | 0         | 2       | 0       | 0       | 3     |
| 5:30 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 0       | 0       | 0         | 2       | 0       | 0       | 3     |
| 5:45 PM                 | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 2       | 0       | 0       | 0         | 1       | 0       | 0       | 3     |
| <b>TOTAL VOLUMES :</b>  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| <b>APPROACH %'s :</b>   | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 12      | 0       | 0       | 0         | 21      | 0       | 0       | 33    |
|                         |                     |         |         |         |            |         |         |         | 0.00%     | 100.00% | 0.00%   | 0.00%   | 0.00%     | 100.00% | 0.00%   | 0.00%   |       |
| <b>PEAK HR :</b>        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 5       | 0       | 0       | 0         | 12      | 0       | 0       | 17    |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000     | 0.625   | 0.000   | 0.000   | 0.000     | 0.750   | 0.000   | 0.000   | 0.708 |
|                         |                     |         |         |         |            |         |         |         |           | 0.625   |         |         |           | 0.750   |         |         |       |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-011

**Date:** 3/10/2022

## Data - Bikes

[illegible][illegible]

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M  
**City:** Chester

**Project ID:** 22-380005-011  
**Date:** 3/10/2022

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Goose Pond Parking         |    | Goose Pond Parking |    | NYS Rte 17M |    | NYS Rte 17M |    |       |
|-------------------------|----------------------------|----|--------------------|----|-------------|----|-------------|----|-------|
| AM                      | NORTH LEG                  |    | SOUTH LEG          |    | EAST LEG    |    | WEST LEG    |    | TOTAL |
|                         | EB                         | WB | EB                 | WB | NB          | SB | NB          | SB |       |
| 7:00 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 7:15 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 7:30 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 7:45 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 8:00 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 8:15 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 8:30 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| 8:45 AM                 | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB                 | WB | NB          | SB | NB          | SB | TOTAL |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| <b>PEAK HR :</b>        | <b>08:00 AM - 09:00 AM</b> |    |                    |    |             |    |             |    | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0                  | 0  | 0           | 0  | 0           | 0  | 0     |
| <b>PEAK HR FACTOR :</b> |                            |    |                    |    |             |    |             |    |       |

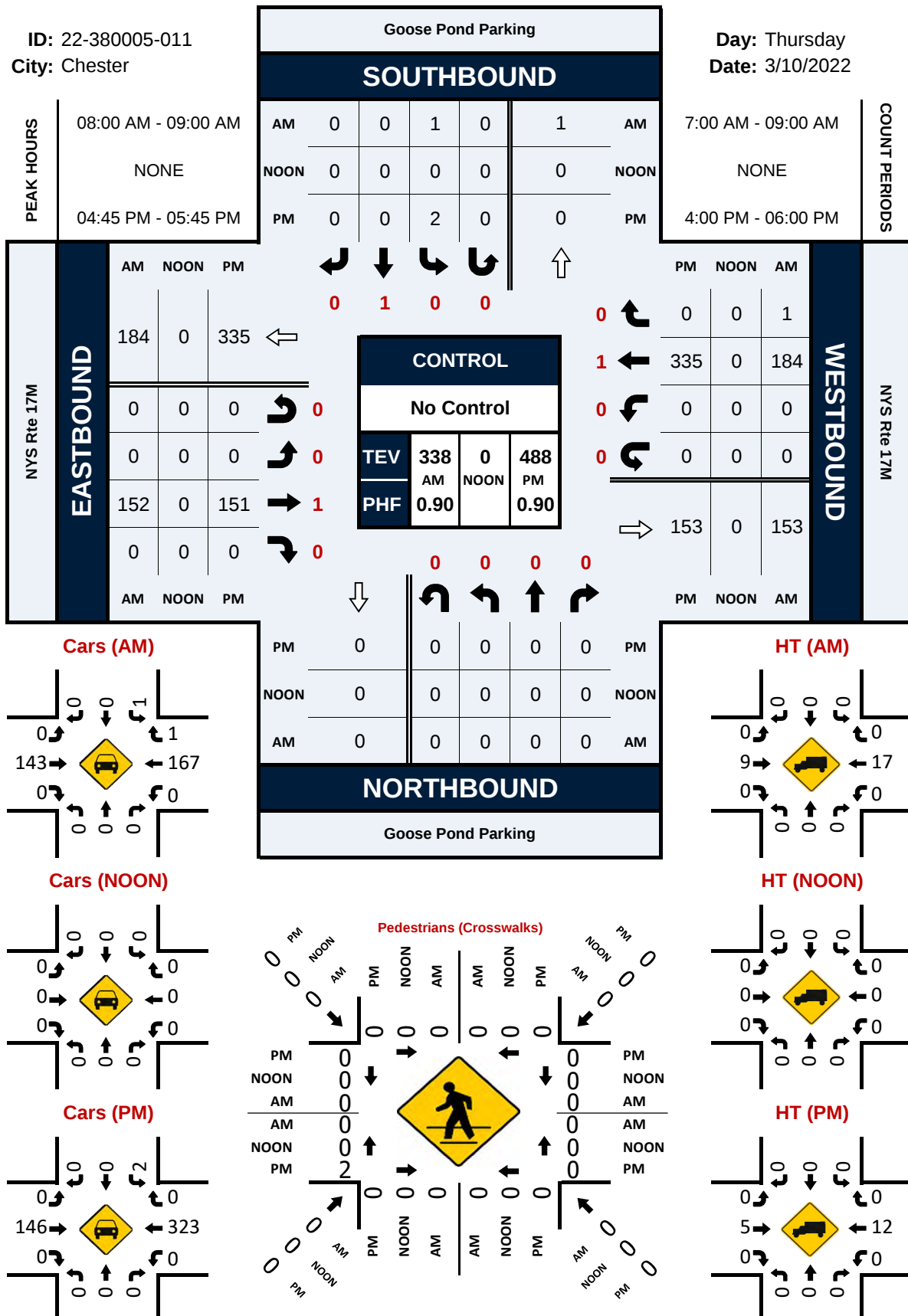
| PM                      | NORTH LEG                  |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |        | TOTAL |
|-------------------------|----------------------------|----|-----------|----|----------|----|----------|--------|-------|
|                         | EB                         | WB | EB        | WB | NB       | SB | NB       | SB     |       |
| 4:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 1      | 1     |
| 4:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 1        | 0      | 1     |
| 4:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0      | 0     |
| 4:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 1        | 0      | 1     |
| 5:00 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 1        | 0      | 1     |
| 5:15 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0      | 0     |
| 5:30 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0      | 0     |
| 5:45 PM                 | 0                          | 0  | 0         | 0  | 0        | 0  | 0        | 0      | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB | EB        | WB | NB       | SB | NB       | SB     | TOTAL |
| <b>APPROACH %'s :</b>   | 0                          | 0  | 0         | 0  | 0        | 0  | 3        | 1      | 4     |
| <b>PEAK HR :</b>        | <b>04:45 PM - 05:45 PM</b> |    |           |    |          |    | 75.00%   | 25.00% |       |
| <b>PEAK HR VOL :</b>    | 0                          | 0  | 0         | 0  | 0        | 0  | 2        | 0      | 2     |
| <b>PEAK HR FACTOR :</b> |                            |    |           |    |          |    | 0.500    | 0.500  | 0.500 |

## Goose Pond Parking &amp; NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-011  
City: Chester

Day: Thursday  
Date: 3/10/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |                      |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|----------------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL                |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |                      |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 7             | 0       | 2        | 0       | 2           | 26        | 0       | 0       | 0           | 46        | 4        | 0       | 87                   |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 10            | 0       | 6        | 0       | 0           | 22        | 0       | 0       | 0           | 48        | 11       | 0       | 97                   |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 3             | 0       | 5        | 0       | 1           | 29        | 0       | 0       | 0           | 46        | 12       | 0       | 96                   |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 6             | 0       | 2        | 0       | 2           | 23        | 0       | 0       | 0           | 54        | 6        | 0       | 93                   |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 3             | 0       | 4        | 0       | 0           | 34        | 0       | 0       | 0           | 44        | 6        | 0       | 91                   |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 5             | 0       | 2        | 0       | 1           | 31        | 0       | 0       | 0           | 49        | 11       | 0       | 99                   |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 7             | 0       | 1        | 0       | 1           | 24        | 0       | 0       | 0           | 35        | 6        | 0       | 74                   |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 3             | 0       | 4        | 0       | 0           | 29        | 0       | 0       | 0           | 38        | 7        | 0       | 81                   |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 3        | 0       | 1           | 28        | 0       | 0       | 0           | 41        | 4        | 0       | 82                   |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 2        | 0       | 0           | 27        | 0       | 0       | 0           | 37        | 5        | 0       | 76                   |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 6             | 0       | 3        | 0       | 1           | 26        | 0       | 0       | 0           | 45        | 9        | 0       | 90                   |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 3        | 0       | 0           | 19        | 0       | 0       | 0           | 53        | 7        | 0       | 87                   |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>65      | ST<br>0 | SR<br>37 | SU<br>0 | EL<br>9     | ET<br>318 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>536 | WR<br>88 | WU<br>0 | <b>TOTAL</b><br>1053 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 63.73%        | 0.00%   | 36.27%   | 0.00%   | 2.75%       | 97.25%    | 0.00%   | 0.00%   | 0.00%       | 85.90%    | 14.10%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |               |         |          |         |             |           |         |         |             |           |          |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 17            | 0       | 13       | 0       | 4           | 117       | 0       | 0       | 0           | 193       | 35       | 0       | 379                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.708         | 0.000   | 0.650    | 0.000   | 0.500       | 0.860     | 0.000   | 0.000   | 0.000       | 0.894     | 0.729    | 0.000   | 0.957                |
|                         |                     |         |         |         | 0.938         |         |          |         | 0.890       |           |         |         | 0.950       |           |          |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |                      |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|----------------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL                |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |                      |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 6             | 0       | 2        | 0       | 2           | 24        | 0       | 0       | 0           | 45        | 3        | 0       | 82                   |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 10            | 0       | 6        | 0       | 0           | 22        | 0       | 0       | 0           | 47        | 11       | 0       | 96                   |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 3             | 0       | 5        | 0       | 1           | 29        | 0       | 0       | 0           | 45        | 12       | 0       | 95                   |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 6             | 0       | 2        | 0       | 2           | 21        | 0       | 0       | 0           | 53        | 6        | 0       | 90                   |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 3             | 0       | 4        | 0       | 0           | 34        | 0       | 0       | 0           | 40        | 6        | 0       | 87                   |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 5             | 0       | 2        | 0       | 1           | 30        | 0       | 0       | 0           | 49        | 11       | 0       | 98                   |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 7             | 0       | 1        | 0       | 1           | 24        | 0       | 0       | 0           | 35        | 6        | 0       | 74                   |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 3             | 0       | 4        | 0       | 0           | 29        | 0       | 0       | 0           | 38        | 7        | 0       | 81                   |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 3        | 0       | 1           | 25        | 0       | 0       | 0           | 40        | 2        | 0       | 76                   |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 2        | 0       | 0           | 26        | 0       | 0       | 0           | 37        | 4        | 0       | 74                   |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 6             | 0       | 3        | 0       | 1           | 26        | 0       | 0       | 0           | 45        | 7        | 0       | 88                   |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 5             | 0       | 3        | 0       | 0           | 19        | 0       | 0       | 0           | 53        | 7        | 0       | 87                   |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>64      | ST<br>0 | SR<br>37 | SU<br>0 | EL<br>9     | ET<br>309 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>527 | WR<br>82 | WU<br>0 | <b>TOTAL</b><br>1028 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 63.37%        | 0.00%   | 36.63%   | 0.00%   | 2.83%       | 97.17%    | 0.00%   | 0.00%   | 0.00%       | 86.54%    | 13.46%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |               |         |          |         |             |           |         |         |             |           |          |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 17            | 0       | 13       | 0       | 4           | 114       | 0       | 0       | 0           | 187       | 35       | 0       | 370                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.708         | 0.000   | 0.650    | 0.000   | 0.500       | 0.838     | 0.000   | 0.000   | 0.000       | 0.882     | 0.729    | 0.000   | 0.944                |
|                         |                     |         |         |         | 0.938         |         |          |         | 0.868       |           |         |         | 0.925       |           |          |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |             |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL       |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |             |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 1       | 1       | 0       | 5           |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1           |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1           |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 1       | 0       | 0       | 3           |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 4       | 0       | 0       | 4           |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 1       | 2       | 0       | 6           |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 0       | 1       | 0       | 2           |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 2       | 0       | 2           |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>1       | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0     | ET<br>9 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>9 | WR<br>6 | WU<br>0 | TOTAL<br>25 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 100.00%       | 0.00%   | 0.00%   | 0.00%   | 0.00%       | 100.00% | 0.00%   | 0.00%   | 0.00%       | 60.00%  | 40.00%  | 0.00%   |             |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL       |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 6       | 0       | 0       | 9           |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000         | 0.000   | 0.000   | 0.000   | 0.000       | 0.375   | 0.000   | 0.000   | 0.000       | 0.375   | 0.000   | 0.000   | 0.563       |
|                         |                     |         |         |         |               |         |         |         |             | 0.375   |         |         |             | 0.375   |         |         |             |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

**Control:** 1-Way Stop(SB)

**Project ID:** 22-380005-001

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |            |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL      |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0       | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0     | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>1 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
| <b>APPROACH %'s :</b>   |                     |         |         |         |               |         |         |         |             |         |         |         | 0.00%       | 100.00% | 0.00%   | 0.00%   |            |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |               |         |         |         |             |         |         |         |             |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000         | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.000       | 0.250   | 0.000   | 0.000   | 0.250      |

# National Data & Surveying ServicesIntersection Turning

**Location:** Craigville Rd & NYS Rte 17M

**City:** Chester

# Movement Count

**Project ID:** 22-380005-001

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

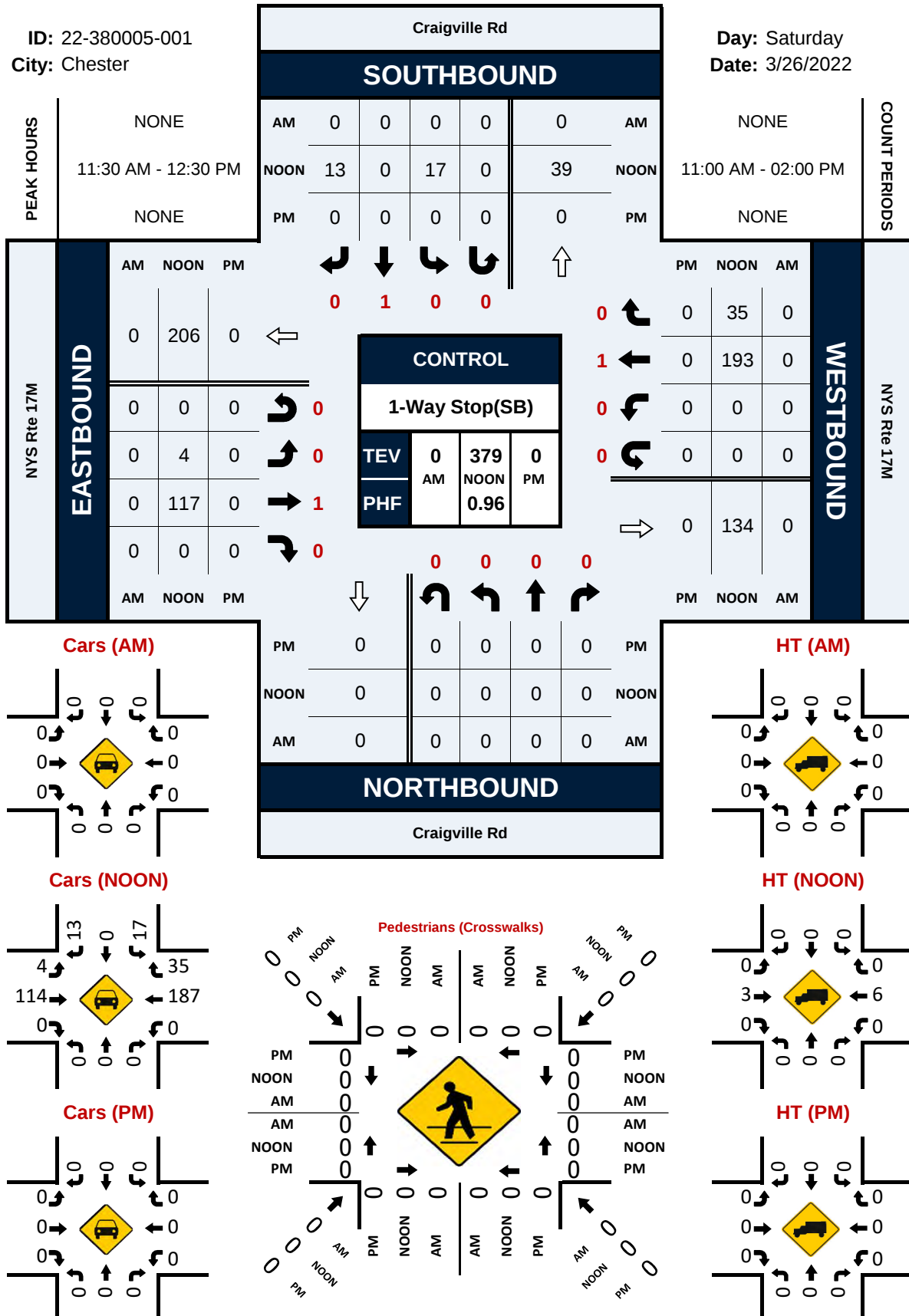
[illegible]

# Craigville Rd & NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-001  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd  
**City:** Chester  
**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002  
**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |          |          |         | Craigville Rd |          |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |           |         |                     |
|-------------------------|---------------------|----------|----------|---------|---------------|----------|---------|---------|----------------|---------|---------|---------|----------------|---------|-----------|---------|---------------------|
| NOON                    | NORTHBOUND          |          |          |         | SOUTHBOUND    |          |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |           |         | TOTAL               |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR   | 0<br>WU |                     |
| 11:00 AM                | 0                   | 3        | 4        | 0       | 15            | 9        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 16        | 0       | 49                  |
| 11:15 AM                | 0                   | 10       | 0        | 0       | 18            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 11        | 0       | 46                  |
| 11:30 AM                | 0                   | 13       | 1        | 0       | 18            | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 7         | 0       | 47                  |
| 11:45 AM                | 0                   | 5        | 0        | 0       | 23            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 16        | 0       | 52                  |
| 12:00 PM                | 0                   | 5        | 3        | 0       | 15            | 3        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 19        | 0       | 46                  |
| 12:15 PM                | 0                   | 8        | 0        | 0       | 14            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 13        | 0       | 41                  |
| 12:30 PM                | 0                   | 9        | 2        | 0       | 8             | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9         | 0       | 36                  |
| 12:45 PM                | 0                   | 10       | 0        | 0       | 27            | 3        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 5         | 0       | 47                  |
| 1:00 PM                 | 0                   | 5        | 4        | 0       | 16            | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 14        | 0       | 47                  |
| 1:15 PM                 | 0                   | 7        | 3        | 0       | 13            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 14        | 0       | 44                  |
| 1:30 PM                 | 0                   | 9        | 3        | 0       | 9             | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 5              | 0       | 11        | 0       | 43                  |
| 1:45 PM                 | 0                   | 12       | 0        | 0       | 12            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 17        | 0       | 47                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>96 | NR<br>20 | NU<br>0 | SL<br>188     | ST<br>70 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>19       | WT<br>0 | WR<br>152 | WU<br>0 | <b>TOTAL</b><br>545 |
| <b>APPROACH %'s :</b>   | 0.00%               | 82.76%   | 17.24%   | 0.00%   | 72.87%        | 27.13%   | 0.00%   | 0.00%   |                |         |         |         | 11.11%         | 0.00%   | 88.89%    | 0.00%   |                     |
| <b>PEAK HR :</b>        | 11:00 AM - 12:00 PM |          |          |         |               |          |         |         |                |         |         |         |                |         |           |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 31       | 5        | 0       | 74            | 27       | 0       | 0       | 0              | 0       | 0       | 0       | 7              | 0       | 50        | 0       | 194                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.596    | 0.313    | 0.000   | 0.804         | 0.750    | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.875          | 0.000   | 0.781     | 0.000   | 0.933               |
|                         | 0.643               |          |          |         | 0.871         |          |         |         |                |         |         |         | 0.792          |         |           |         |                     |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd

**City:** Chester

**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:   |          | Craigville Rd       |          |          |         | Craigville Rd |          |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |           |         |              |
|------------------|----------|---------------------|----------|----------|---------|---------------|----------|---------|---------|----------------|---------|---------|---------|----------------|---------|-----------|---------|--------------|
| NOON             |          | NORTHBOUND          |          |          |         | SOUTHBOUND    |          |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |           |         |              |
|                  |          | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR   | 0<br>WU | TOTAL        |
|                  | 11:00 AM | 0                   | 2        | 4        | 0       | 15            | 8        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 16        | 0       | 47           |
|                  | 11:15 AM | 0                   | 10       | 0        | 0       | 18            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 11        | 0       | 46           |
|                  | 11:30 AM | 0                   | 13       | 1        | 0       | 17            | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 7         | 0       | 46           |
|                  | 11:45 AM | 0                   | 5        | 0        | 0       | 23            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 14        | 0       | 50           |
|                  | 12:00 PM | 0                   | 5        | 3        | 0       | 14            | 3        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 19        | 0       | 45           |
|                  | 12:15 PM | 0                   | 8        | 0        | 0       | 14            | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 13        | 0       | 41           |
|                  | 12:30 PM | 0                   | 9        | 2        | 0       | 8             | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 9         | 0       | 36           |
|                  | 12:45 PM | 0                   | 10       | 0        | 0       | 27            | 3        | 0       | 0       | 0              | 0       | 0       | 0       | 2              | 0       | 5         | 0       | 47           |
|                  | 1:00 PM  | 0                   | 3        | 4        | 0       | 16            | 7        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 14        | 0       | 45           |
|                  | 1:15 PM  | 0                   | 6        | 3        | 0       | 13            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 1              | 0       | 13        | 0       | 42           |
|                  | 1:30 PM  | 0                   | 9        | 3        | 0       | 9             | 5        | 0       | 0       | 0              | 0       | 0       | 0       | 5              | 0       | 11        | 0       | 42           |
|                  | 1:45 PM  | 0                   | 10       | 0        | 0       | 12            | 6        | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 17        | 0       | 45           |
| TOTAL VOLUMES :  |          | NL<br>0             | NT<br>90 | NR<br>20 | NU<br>0 | SL<br>186     | ST<br>68 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>19       | WT<br>0 | WR<br>149 | WU<br>0 | TOTAL<br>532 |
| APPROACH %'s :   |          | 0.00%               | 81.82%   | 18.18%   | 0.00%   | 73.23%        | 26.77%   | 0.00%   | 0.00%   |                |         |         |         | 11.31%         | 0.00%   | 88.69%    | 0.00%   |              |
| PEAK HR :        |          | 11:00 AM - 12:00 PM |          |          |         |               |          |         |         |                |         |         |         |                |         |           |         | TOTAL        |
| PEAK HR VOL :    |          | 0                   | 30       | 5        | 0       | 73            | 26       | 0       | 0       | 0              | 0       | 0       | 0       | 7              | 0       | 48        | 0       | 189          |
| PEAK HR FACTOR : |          | 0.000               | 0.577    | 0.313    | 0.000   | 0.793         | 0.813    | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.875          | 0.000   | 0.750     | 0.000   | 0.945        |
|                  |          | 0.625               |          |          |         | 0.853         |          |         |         |                |         |         |         | 0.764          |         |           |         |              |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd

**City:** Chester

**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | Old Mansion Rd |         |         |         | Old Mansion Rd |         |         |         |                    |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|--------------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL              |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 1<br>WT | 0<br>WR | 0<br>WU |                    |
| 11:00 AM                | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 2                  |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0                  |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 1                  |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 2       | 0       | 2                  |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 1             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 1                  |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0                  |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0                  |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0                  |
| 1:00 PM                 | 0                   | 2       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 2                  |
| 1:15 PM                 | 0                   | 1       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 1       | 0       | 2                  |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0             | 1       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 1                  |
| 1:45 PM                 | 0                   | 2       | 0       | 0       | 0             | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 0       | 0       | 2                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>6 | NR<br>0 | NU<br>0 | SL<br>2       | ST<br>2 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0        | WT<br>0 | WR<br>3 | WU<br>0 | <b>TOTAL</b><br>13 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00% | 0.00%   | 0.00%   | 50.00%        | 50.00%  | 0.00%   | 0.00%   |                |         |         |         | 0.00%          | 0.00%   | 100.00% | 0.00%   |                    |
| <b>PEAK HR :</b>        | 11:00 AM - 12:00 PM |         |         |         |               |         |         |         |                |         |         |         |                |         |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 1       | 0       | 0       | 1             | 1       | 0       | 0       | 0              | 0       | 0       | 0       | 0              | 0       | 2       | 0       | 5                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.250   | 0.000   | 0.000   | 0.250         | 0.250   | 0.000   | 0.000   | 0.000          | 0.000   | 0.000   | 0.000   | 0.000          | 0.000   | 0.250   | 0.000   | 0.625              |
|                         | 0.250               |         |         |         | 0.500         |         |         |         |                |         |         |         | 0.250          |         |         |         |                    |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & Old Mansion Rd

**City:** Chester

**Control:** 1-Way Stop(WB)

**Project ID:** 22-380005-002

**Date:** 3/26/2022

## Data - Bikes

[illegible]

# National Data & Surveying ServicesIntersection Turning

**Location:** Craigville Rd & Old Mansion Rd  
**City:** Chester

# Movement Count

**Project ID:** 22-380005-002  
**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

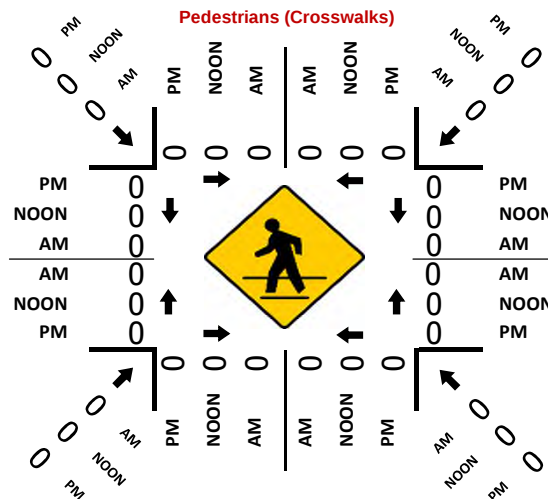
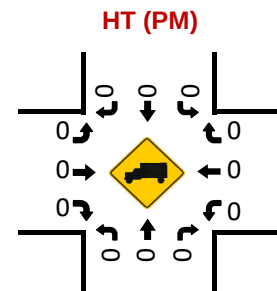
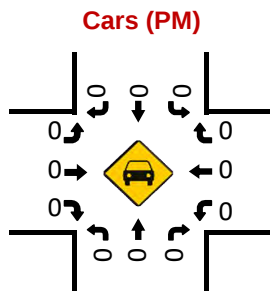
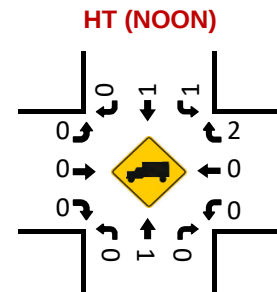
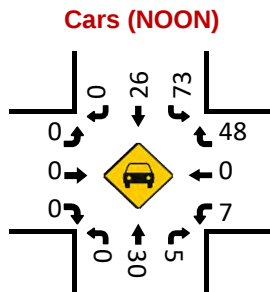
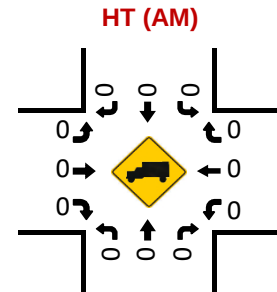
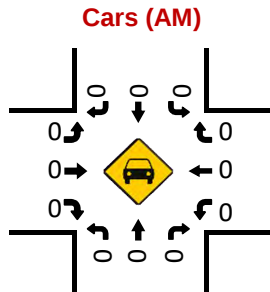
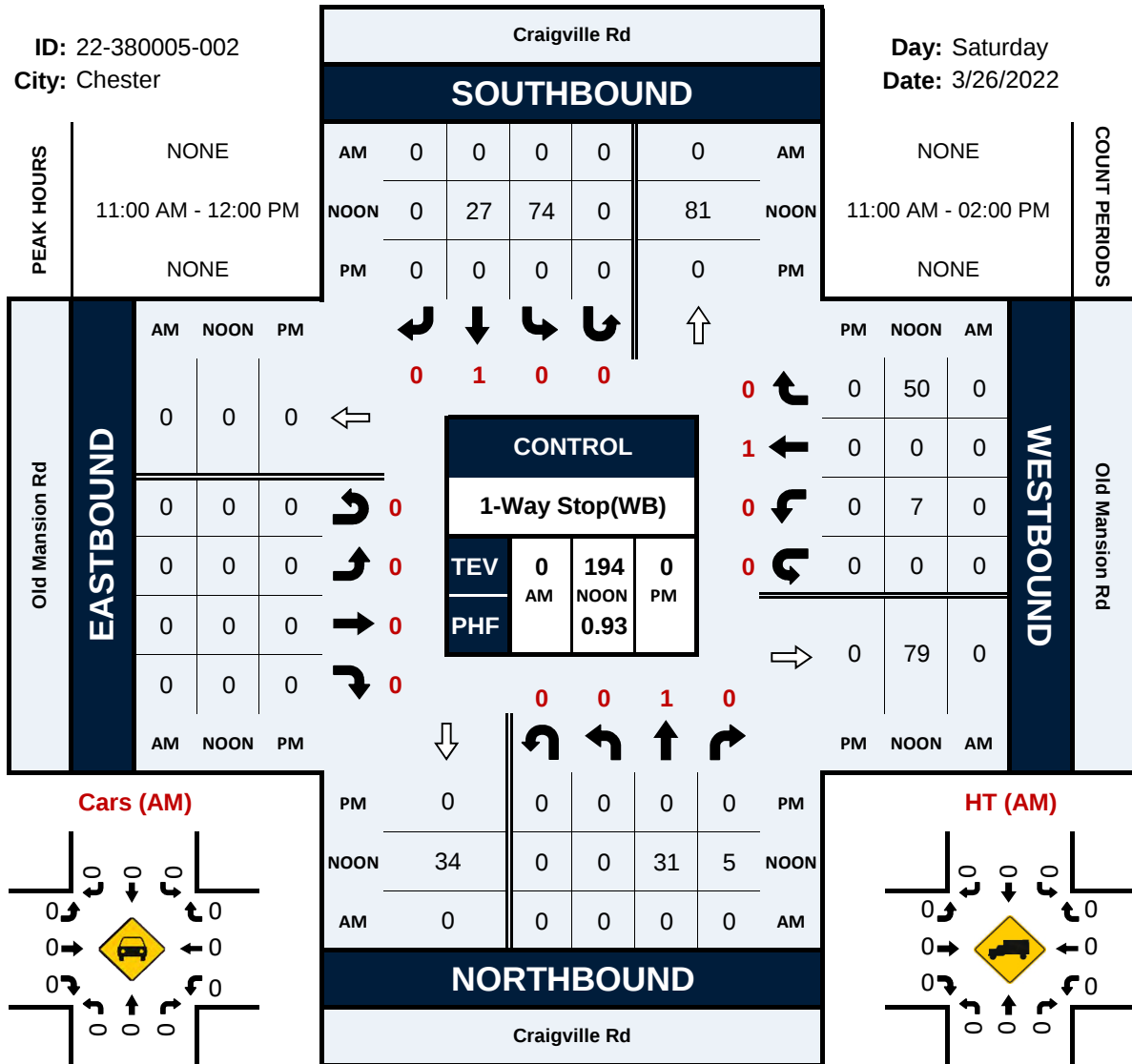
| <b>NS/EW Streets:</b>                     | Craigville Rd              | Craigville Rd | Old Mansion Rd | Old Mansion Rd |            |
|-------------------------------------------|----------------------------|---------------|----------------|----------------|------------|
| <b>NOON</b>                               | NORTH LEG                  | SOUTH LEG     | EAST LEG       | WEST LEG       |            |
|                                           | EB WB                      | EB WB         | NB SB          | NB SB          | TOTAL      |
| 11:00 AM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 11:15 AM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 11:30 AM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 11:45 AM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 12:00 PM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 12:15 PM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 12:30 PM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 12:45 PM                                  | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 1:00 PM                                   | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 1:15 PM                                   | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 1:30 PM                                   | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| 1:45 PM                                   | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |
| <b>TOTAL VOLUMES :<br/>APPROACH %'s :</b> | EB WB<br>0 0               | EB WB<br>0 0  | NB SB<br>0 0   | NB SB<br>0 0   | TOTAL<br>0 |
| <b>PEAK HR :</b>                          | <b>12:00 AM - 01:00 AM</b> |               |                |                | TOTAL      |
| <b>PEAK HR VOL :<br/>PEAK HR FACTOR :</b> | 0 0                        | 0 0           | 0 0            | 0 0            | 0          |

# Craigville Rd & Old Mansion Rd

## Peak Hour Turning Movement Count

ID: 22-380005-002  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Craigville Rd       |          |         |         | Craigville Rd |          |         |         | WB Exit 128 Off-Ramp |         |          |         | WB Exit 128 Off-Ramp |         |         |         |                     |
|-------------------------|---------------------|----------|---------|---------|---------------|----------|---------|---------|----------------------|---------|----------|---------|----------------------|---------|---------|---------|---------------------|
| NOON                    | NORTHBOUND          |          |         |         | SOUTHBOUND    |          |         |         | EASTBOUND            |         |          |         | WESTBOUND            |         |         |         | TOTAL               |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |                     |
| 11:00 AM                | 0                   | 5        | 0       | 0       | 0             | 8        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 15                  |
| 11:15 AM                | 0                   | 11       | 0       | 0       | 0             | 13       | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 26                  |
| 11:30 AM                | 0                   | 13       | 0       | 0       | 0             | 7        | 0       | 0       | 3                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 24                  |
| 11:45 AM                | 0                   | 8        | 0       | 0       | 0             | 8        | 0       | 0       | 0                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 16                  |
| 12:00 PM                | 0                   | 6        | 0       | 0       | 0             | 4        | 0       | 0       | 1                    | 0       | 3        | 0       | 0                    | 0       | 0       | 0       | 14                  |
| 12:15 PM                | 0                   | 12       | 0       | 0       | 0             | 6        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 20                  |
| 12:30 PM                | 0                   | 7        | 0       | 0       | 0             | 8        | 0       | 0       | 1                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 16                  |
| 12:45 PM                | 0                   | 7        | 0       | 0       | 0             | 6        | 0       | 0       | 2                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 15                  |
| 1:00 PM                 | 0                   | 5        | 0       | 0       | 0             | 7        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 14                  |
| 1:15 PM                 | 0                   | 5        | 0       | 0       | 0             | 7        | 0       | 0       | 4                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 16                  |
| 1:30 PM                 | 0                   | 10       | 0       | 0       | 0             | 8        | 0       | 0       | 2                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 21                  |
| 1:45 PM                 | 0                   | 7        | 0       | 0       | 0             | 8        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 17                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>96 | NR<br>0 | NU<br>0 | SL<br>0       | ST<br>90 | SR<br>0 | SU<br>0 | EL<br>18             | ET<br>0 | ER<br>10 | EU<br>0 | WL<br>0              | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>214 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00%  | 0.00%   | 0.00%   | 0.00%         | 100.00%  | 0.00%   | 0.00%   | 64.29%               | 0.00%   | 35.71%   | 0.00%   |                      |         |         |         |                     |
| <b>PEAK HR :</b>        | 11:00 AM - 12:00 PM |          |         |         |               |          |         |         |                      |         |          |         |                      |         |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 37       | 0       | 0       | 0             | 36       | 0       | 0       | 5                    | 0       | 3        | 0       | 0                    | 0       | 0       | 0       | 81                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.712    | 0.000   | 0.000   | 0.000         | 0.692    | 0.000   | 0.000   | 0.417                | 0.000   | 0.750    | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.779               |
|                         | 0.712               |          |         |         | 0.692         |          |         |         | 0.500                |         |          |         |                      |         |         |         |                     |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Craigville Rd       |          |         |         | Craigville Rd |          |         |         | WB Exit 128 Off-Ramp |         |          |         | WB Exit 128 Off-Ramp |         |         |         |                     |
|-------------------------|---------------------|----------|---------|---------|---------------|----------|---------|---------|----------------------|---------|----------|---------|----------------------|---------|---------|---------|---------------------|
| NOON                    | NORTHBOUND          |          |         |         | SOUTHBOUND    |          |         |         | EASTBOUND            |         |          |         | WESTBOUND            |         |         |         | TOTAL               |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |                     |
| 11:00 AM                | 0                   | 4        | 0       | 0       | 0             | 7        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 13                  |
| 11:15 AM                | 0                   | 11       | 0       | 0       | 0             | 13       | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 26                  |
| 11:30 AM                | 0                   | 13       | 0       | 0       | 0             | 7        | 0       | 0       | 3                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 24                  |
| 11:45 AM                | 0                   | 8        | 0       | 0       | 0             | 8        | 0       | 0       | 0                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 16                  |
| 12:00 PM                | 0                   | 6        | 0       | 0       | 0             | 4        | 0       | 0       | 1                    | 0       | 3        | 0       | 0                    | 0       | 0       | 0       | 14                  |
| 12:15 PM                | 0                   | 12       | 0       | 0       | 0             | 6        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 20                  |
| 12:30 PM                | 0                   | 7        | 0       | 0       | 0             | 8        | 0       | 0       | 1                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 16                  |
| 12:45 PM                | 0                   | 7        | 0       | 0       | 0             | 6        | 0       | 0       | 2                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 15                  |
| 1:00 PM                 | 0                   | 3        | 0       | 0       | 0             | 7        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 12                  |
| 1:15 PM                 | 0                   | 4        | 0       | 0       | 0             | 7        | 0       | 0       | 4                    | 0       | 0        | 0       | 0                    | 0       | 0       | 0       | 15                  |
| 1:30 PM                 | 0                   | 8        | 0       | 0       | 0             | 8        | 0       | 0       | 2                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 19                  |
| 1:45 PM                 | 0                   | 7        | 0       | 0       | 0             | 8        | 0       | 0       | 1                    | 0       | 1        | 0       | 0                    | 0       | 0       | 0       | 17                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>90 | NR<br>0 | NU<br>0 | SL<br>0       | ST<br>89 | SR<br>0 | SU<br>0 | EL<br>18             | ET<br>0 | ER<br>10 | EU<br>0 | WL<br>0              | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>207 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00%  | 0.00%   | 0.00%   | 0.00%         | 100.00%  | 0.00%   | 0.00%   | 64.29%               | 0.00%   | 35.71%   | 0.00%   |                      |         |         |         |                     |
| <b>PEAK HR :</b>        | 11:00 AM - 12:00 PM |          |         |         |               |          |         |         |                      |         |          |         |                      |         |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 36       | 0       | 0       | 0             | 35       | 0       | 0       | 5                    | 0       | 3        | 0       | 0                    | 0       | 0       | 0       | 79                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.692    | 0.000   | 0.000   | 0.000         | 0.673    | 0.000   | 0.000   | 0.417                | 0.000   | 0.750    | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.760               |
|                         | 0.692               |          |         |         | 0.673         |          |         |         | 0.500                |         |          |         |                      |         |         |         |                     |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Craigville Rd       |         |         |         | Craigville Rd |         |         |         | WB Exit 128 Off-Ramp |         |         |         | WB Exit 128 Off-Ramp |         |         |         |            |
|-------------------------|---------------------|---------|---------|---------|---------------|---------|---------|---------|----------------------|---------|---------|---------|----------------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND    |         |         |         | EASTBOUND            |         |         |         | WESTBOUND            |         |         |         | TOTAL      |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL       | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL              | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL              | 0<br>WT | 0<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2          |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                   | 2       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2          |
| 1:15 PM                 | 0                   | 1       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 1          |
| 1:30 PM                 | 0                   | 2       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2          |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0             | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>6 | NR<br>0 | NU<br>0 | SL<br>0       | ST<br>1 | SR<br>0 | SU<br>0 | EL<br>0              | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0              | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>7 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00% | 0.00%   | 0.00%   | 0.00%         | 100.00% | 0.00%   | 0.00%   |                      |         |         |         |                      |         |         |         |            |
| <b>PEAK HR :</b>        | 11:00 AM - 12:00 PM |         |         |         |               |         |         |         |                      |         |         |         |                      |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                   | 1       | 0       | 0       | 0             | 1       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 2          |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.250   | 0.000   | 0.000   | 0.000         | 0.250   | 0.000   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.250      |
|                         | 0.250               |         |         |         | 0.250         |         |         |         |                      |         |         |         |                      |         |         |         |            |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Craigville Rd & WB Exit 128 Off-Ramp

**City:** Chester

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-003

**Date:** 3/26/2022

## Data - Bikes

[illegible]

# National Data & Surveying ServicesIntersection Turning

**Location:** Craigville Rd & WB Exit 123 Off-Ramp

**City:** Chester

# Movement Count

**Project ID:** 22-380005-003

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

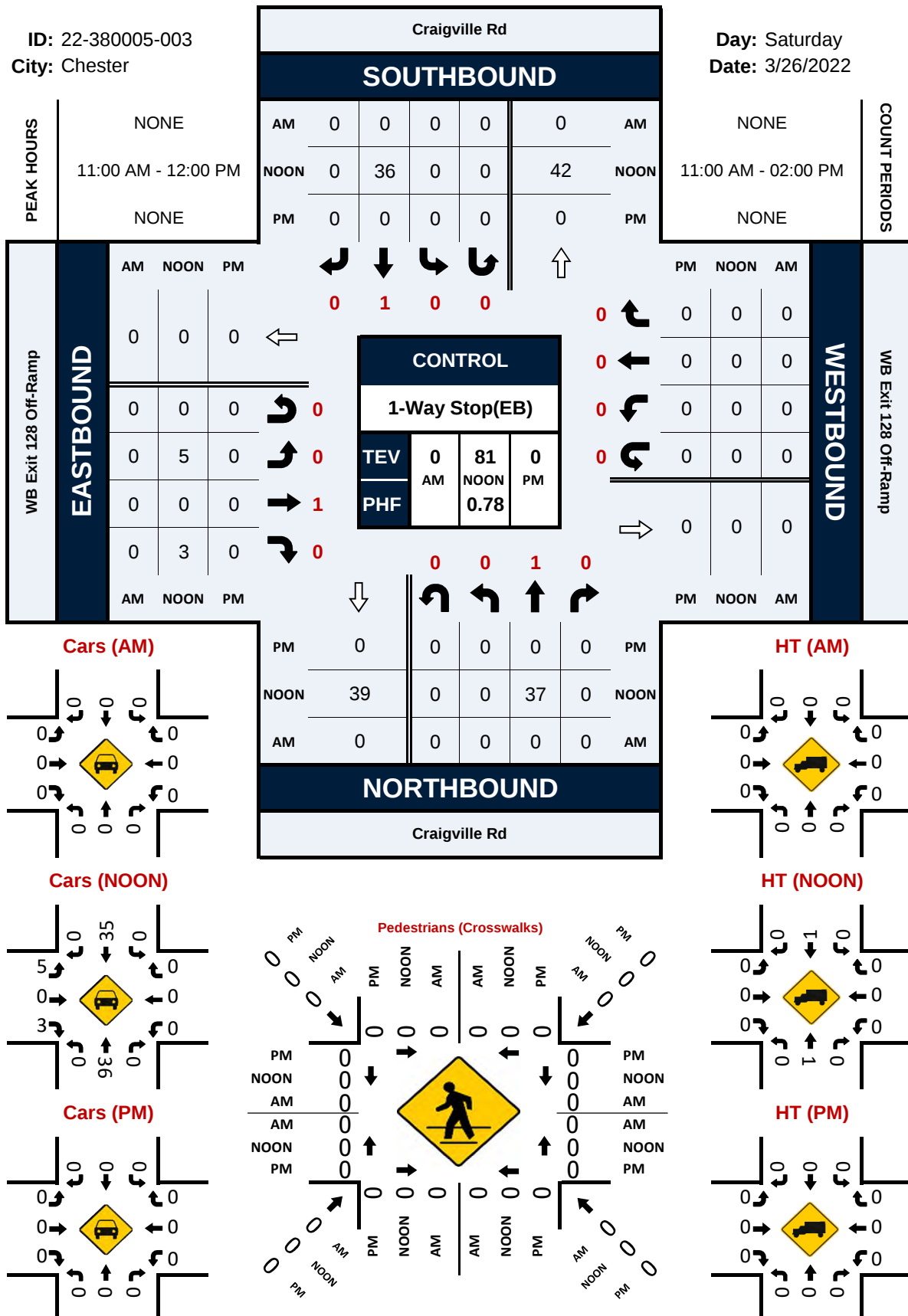
| <b>NS/EW Streets:</b>                     | Craigville Rd              | Craigville Rd | WB Exit 128 Off-Ramp | WB Exit 128 Off-Ramp |            |
|-------------------------------------------|----------------------------|---------------|----------------------|----------------------|------------|
| <b>NOON</b>                               | NORTH LEG                  | SOUTH LEG     | EAST LEG             | WEST LEG             |            |
|                                           | EB WB                      | EB WB         | NB SB                | NB SB                | TOTAL      |
| 11:00 AM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 11:15 AM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 11:30 AM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 11:45 AM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 12:00 PM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 12:15 PM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 12:30 PM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 12:45 PM                                  | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 1:00 PM                                   | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 1:15 PM                                   | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 1:30 PM                                   | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| 1:45 PM                                   | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |
| <b>TOTAL VOLUMES :<br/>APPROACH %'s :</b> | EB WB<br>0 0               | EB WB<br>0 0  | NB SB<br>0 0         | NB SB<br>0 0         | TOTAL<br>0 |
| <b>PEAK HR :</b>                          | <b>12:00 AM - 01:00 AM</b> |               |                      |                      | TOTAL      |
| <b>PEAK HR VOL :<br/>PEAK HR FACTOR :</b> | 0 0                        | 0 0           | 0 0                  | 0 0                  | 0          |

# Craigville Rd & WB Exit 128 Off-Ramp

## Peak Hour Turning Movement Count

ID: 22-380005-003  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|-----------|---------|---------|-------------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |           |         |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 1<br>WR | 0<br>WU |                      |
| 11:00 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 41          | 28        | 0       | 0       | 0           | 40        | 1       | 0       | 110                  |
| 11:15 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 31          | 24        | 0       | 0       | 0           | 58        | 2       | 0       | 115                  |
| 11:30 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 37          | 29        | 0       | 0       | 0           | 48        | 1       | 0       | 115                  |
| 11:45 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 40          | 29        | 0       | 0       | 0           | 58        | 1       | 0       | 128                  |
| 12:00 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 43          | 32        | 0       | 0       | 0           | 46        | 0       | 0       | 121                  |
| 12:15 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 49          | 30        | 0       | 0       | 0           | 49        | 0       | 0       | 128                  |
| 12:30 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 29          | 30        | 0       | 0       | 0           | 38        | 0       | 0       | 97                   |
| 12:45 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 33          | 25        | 0       | 0       | 0           | 43        | 1       | 0       | 102                  |
| 1:00 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 34          | 31        | 0       | 0       | 0           | 47        | 0       | 0       | 112                  |
| 1:15 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 34          | 26        | 0       | 0       | 0           | 37        | 0       | 0       | 97                   |
| 1:30 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 38          | 24        | 0       | 0       | 0           | 46        | 0       | 0       | 108                  |
| 1:45 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 35          | 22        | 0       | 0       | 0           | 59        | 1       | 0       | 117                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                         | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                         | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>444   | ET<br>330 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>569 | WR<br>7 | WU<br>0 | <b>TOTAL</b><br>1350 |
| <b>APPROACH %'s :</b>   |                                 |         |         |         |                                 |         |         |         | 57.36%      | 42.64%    | 0.00%   | 0.00%   | 0.00%       | 98.78%    | 1.22%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM             |         |         |         |                                 |         |         |         |             |           |         |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 169         | 120       | 0       | 0       | 0           | 201       | 2       | 0       | 492                  |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.862       | 0.938     | 0.000   | 0.000   | 0.000       | 0.866     | 0.500   | 0.000   | 0.961                |
|                         |                                 |         |         |         |                                 |         |         |         | 0.915       |           |         |         |             | 0.860     |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|-----------|---------|---------|-------------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |           |         |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 1<br>WR | 0<br>WU |                      |
| 11:00 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 40          | 26        | 0       | 0       | 0           | 40        | 1       | 0       | 107                  |
| 11:15 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 31          | 23        | 0       | 0       | 0           | 57        | 1       | 0       | 112                  |
| 11:30 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 35          | 29        | 0       | 0       | 0           | 48        | 1       | 0       | 113                  |
| 11:45 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 39          | 28        | 0       | 0       | 0           | 55        | 1       | 0       | 123                  |
| 12:00 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 41          | 32        | 0       | 0       | 0           | 44        | 0       | 0       | 117                  |
| 12:15 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 48          | 29        | 0       | 0       | 0           | 47        | 0       | 0       | 124                  |
| 12:30 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 29          | 30        | 0       | 0       | 0           | 38        | 0       | 0       | 97                   |
| 12:45 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 32          | 25        | 0       | 0       | 0           | 43        | 1       | 0       | 101                  |
| 1:00 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 34          | 28        | 0       | 0       | 0           | 46        | 0       | 0       | 108                  |
| 1:15 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 33          | 25        | 0       | 0       | 0           | 37        | 0       | 0       | 95                   |
| 1:30 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 38          | 24        | 0       | 0       | 0           | 46        | 0       | 0       | 108                  |
| 1:45 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 34          | 22        | 0       | 0       | 0           | 59        | 1       | 0       | 116                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                         | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                         | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>434   | ET<br>321 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>560 | WR<br>6 | WU<br>0 | <b>TOTAL</b><br>1321 |
| <b>APPROACH %'s :</b>   |                                 |         |         |         |                                 |         |         |         | 57.48%      | 42.52%    | 0.00%   | 0.00%   | 0.00%       | 98.94%    | 1.06%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM             |         |         |         |                                 |         |         |         |             |           |         |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 163         | 118       | 0       | 0       | 0           | 194       | 2       | 0       | 477                  |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.849       | 0.922     | 0.000   | 0.000   | 0.000       | 0.882     | 0.500   | 0.000   | 0.962                |
|                         |                                 |         |         |         |                                 |         |         |         | 0.912       |           |         |         |             | 0.875     |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |             |
|-------------------------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------------|
| NOON                    | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL       |
|                         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 1<br>WR | 0<br>WU |             |
| 11:00 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 2       | 0       | 0       | 0           | 0       | 0       | 0       | 3           |
| 11:15 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 1       | 1       | 0       | 3           |
| 11:30 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 2           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 2           |
| 11:45 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 1       | 0       | 0       | 0           | 3       | 0       | 0       | 5           |
| 12:00 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 2           | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 4           |
| 12:15 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 1       | 0       | 0       | 0           | 2       | 0       | 0       | 4           |
| 12:30 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 12:45 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| 1:00 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 3       | 0       | 0       | 0           | 1       | 0       | 0       | 4           |
| 1:15 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 2           |
| 1:30 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 1:45 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 1           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                         | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                         | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>10    | ET<br>9 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>9 | WR<br>1 | WU<br>0 | TOTAL<br>29 |
| <b>APPROACH %'s :</b>   |                                 |         |         |         |                                 |         |         |         | 52.63%      | 47.37%  | 0.00%   | 0.00%   | 0.00%       | 90.00%  | 10.00%  | 0.00%   |             |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM             |         |         |         |                                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL       |
| <b>PEAK HR VOL :</b>    | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 6           | 2       | 0       | 0       | 0           | 7       | 0       | 0       | 15          |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.750       | 0.500   | 0.000   | 0.000   | 0.000       | 0.583   | 0.000   | 0.000   | 0.750       |
|                         |                                 |         |         |         |                                 |         |         |         |             | 1.000   |         |         |             | 0.583   |         |         |             |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-004

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:          | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M Exit 127 EB On-Ramp |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |            |
|-------------------------|---------------------------------|---------|---------|---------|---------------------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND                      |         |         |         | SOUTHBOUND                      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL      |
|                         | 0<br>NL                         | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL                         | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 1<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:15 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:00 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| 12:15 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:15 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:30 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:45 PM                 | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                         | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                         | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0     | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>1 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
| <b>APPROACH %'s :</b>   |                                 |         |         |         |                                 |         |         |         |             |         |         |         | 0.00%       | 100.00% | 0.00%   | 0.00%   |            |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM             |         |         |         |                                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                               | 0       | 0       | 0       | 0                               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| <b>PEAK HR FACTOR :</b> | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000                           | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.000       | 0.250   | 0.000   | 0.000   | 0.250      |

# National Data & Surveying ServicesIntersection Turning

**Location:** NYS Rte 17M Exit 127 EB Dr. Ramp & NYS Rte 17M

**City:** Chester

# Movement Count

**Project ID:** 22-380005-004

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

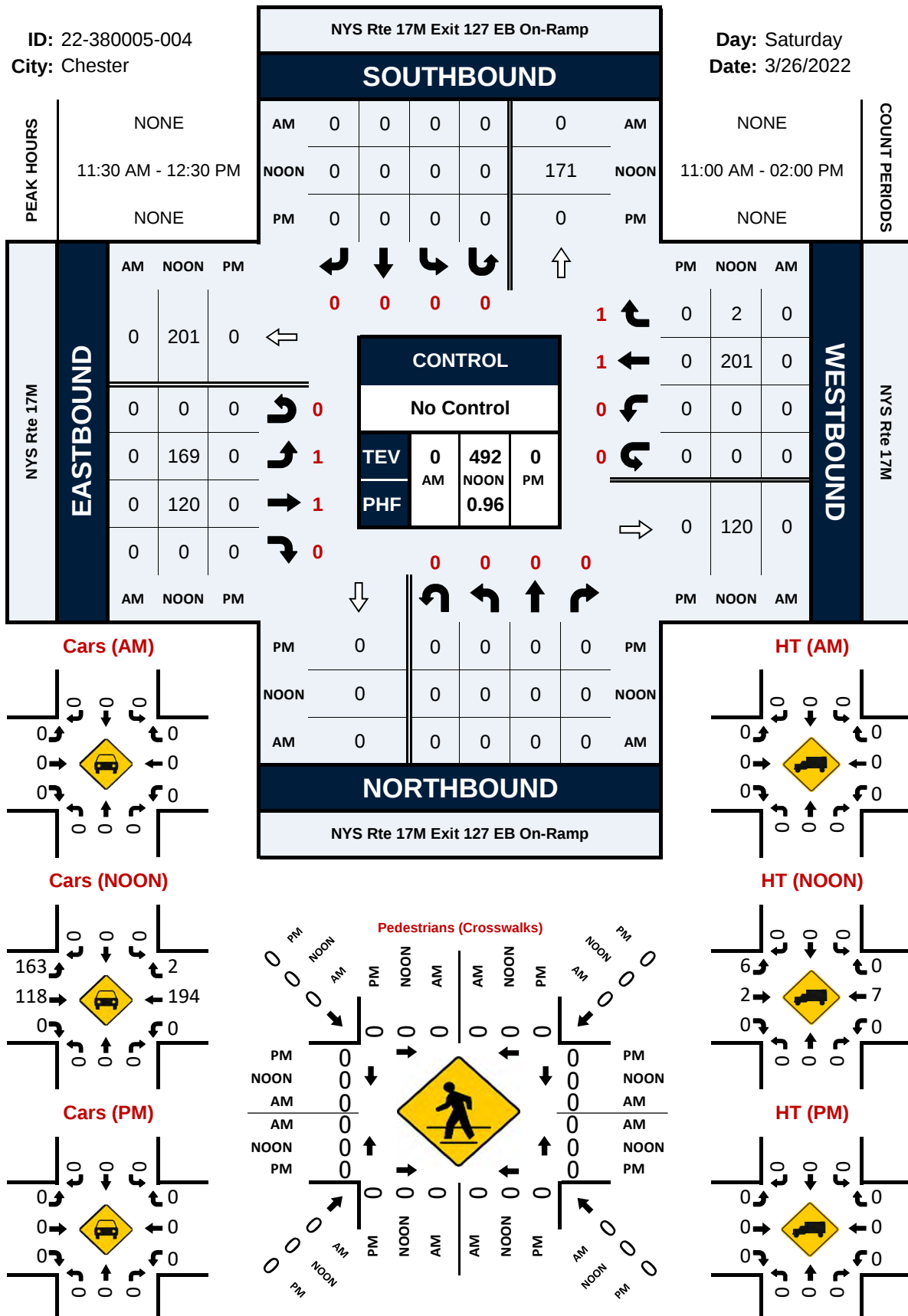
| NS/EW Streets:                    | NYS Rte 17M Exit 127 EB<br>On-Ramp |         | NYS Rte 17M Exit 127 EB<br>On-Ramp |         | NYS Rte 17M |         | NYS Rte 17M |         |            |
|-----------------------------------|------------------------------------|---------|------------------------------------|---------|-------------|---------|-------------|---------|------------|
| NOON                              | NORTH LEG                          |         | SOUTH LEG                          |         | EAST LEG    |         | WEST LEG    |         | TOTAL      |
|                                   | EB                                 | WB      | EB                                 | WB      | NB          | SB      | NB          | SB      |            |
| 11:00 AM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:15 AM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:30 AM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:45 AM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:00 PM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:15 PM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:30 PM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:45 PM                          | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:00 PM                           | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:15 PM                           | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:30 PM                           | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:45 PM                           | 0                                  | 0       | 0                                  | 0       | 0           | 0       | 0           | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0                            | WB<br>0 | EB<br>0                            | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>0     | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 12:00 AM - 01:00 AM                |         |                                    |         |             |         |             |         | TOTAL      |
| PEAK HR VOL :<br>PEAK HR FACTOR : | 0      0                           |         | 0      0                           |         | 0      0    |         | 0      0    |         | 0          |

# NYS Rte 17M Exit 127 EB On-Ramp & NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-004  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-005

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |          |           |         | Kings Hwy/Lehigh Ave |           |           |         | NYS Rte 17M |           |            |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|----------------------|----------|-----------|---------|----------------------|-----------|-----------|---------|-------------|-----------|------------|---------|-------------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND           |          |           |         | SOUTHBOUND           |           |           |         | EASTBOUND   |           |            |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL              | 1<br>NT  | 1<br>NR   | 0<br>NU | 0<br>SL              | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL     | 1<br>ET   | 1<br>ER    | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 96                   | 0        | 37        | 0       | 1                    | 34        | 15        | 0       | 5           | 34        | 83         | 0       | 2           | 38        | 0       | 0       | 345                  |
| 11:15 AM                | 82                   | 0        | 31        | 0       | 1                    | 27        | 15        | 0       | 11          | 34        | 76         | 0       | 4           | 52        | 0       | 0       | 333                  |
| 11:30 AM                | 104                  | 3        | 25        | 0       | 1                    | 15        | 18        | 0       | 8           | 38        | 84         | 0       | 11          | 37        | 0       | 0       | 344                  |
| 11:45 AM                | 100                  | 2        | 28        | 0       | 1                    | 27        | 21        | 0       | 8           | 48        | 95         | 0       | 10          | 58        | 0       | 0       | 398                  |
| 12:00 PM                | 107                  | 1        | 30        | 0       | 5                    | 26        | 22        | 0       | 8           | 49        | 94         | 0       | 12          | 42        | 0       | 0       | 396                  |
| 12:15 PM                | 89                   | 2        | 36        | 0       | 5                    | 26        | 14        | 0       | 13          | 33        | 87         | 0       | 6           | 45        | 0       | 0       | 356                  |
| 12:30 PM                | 107                  | 0        | 26        | 0       | 1                    | 23        | 29        | 0       | 9           | 36        | 103        | 0       | 8           | 30        | 3       | 0       | 375                  |
| 12:45 PM                | 91                   | 3        | 32        | 0       | 0                    | 41        | 17        | 0       | 6           | 34        | 105        | 0       | 9           | 38        | 0       | 0       | 376                  |
| 1:00 PM                 | 79                   | 2        | 29        | 0       | 2                    | 45        | 15        | 0       | 5           | 37        | 90         | 0       | 12          | 39        | 0       | 0       | 355                  |
| 1:15 PM                 | 106                  | 1        | 36        | 0       | 4                    | 26        | 8         | 0       | 4           | 24        | 80         | 0       | 7           | 37        | 0       | 0       | 333                  |
| 1:30 PM                 | 74                   | 0        | 39        | 0       | 3                    | 44        | 13        | 0       | 6           | 28        | 73         | 0       | 11          | 40        | 0       | 0       | 331                  |
| 1:45 PM                 | 80                   | 0        | 27        | 0       | 4                    | 31        | 15        | 0       | 2           | 30        | 90         | 0       | 9           | 52        | 0       | 0       | 340                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>1115           | NT<br>14 | NR<br>376 | NU<br>0 | SL<br>28             | ST<br>365 | SR<br>202 | SU<br>0 | EL<br>85    | ET<br>425 | ER<br>1060 | EU<br>0 | WL<br>101   | WT<br>508 | WR<br>3 | WU<br>0 | <b>TOTAL</b><br>4282 |
| <b>APPROACH %'s :</b>   | 74.09%               | 0.93%    | 24.98%    | 0.00%   | 4.71%                | 61.34%    | 33.95%    | 0.00%   | 5.41%       | 27.07%    | 67.52%     | 0.00%   | 16.50%      | 83.01%    | 0.49%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM  |          |           |         |                      |           |           |         |             |           |            |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 403                  | 5        | 120       | 0       | 12                   | 102       | 86        | 0       | 38          | 166       | 379        | 0       | 36          | 175       | 3       | 0       | 1525                 |
| <b>PEAK HR FACTOR :</b> | 0.942                | 0.625    | 0.833     | 0.000   | 0.600                | 0.944     | 0.741     | 0.000   | 0.731       | 0.847     | 0.920      | 0.000   | 0.750       | 0.754     | 0.250   | 0.000   | 0.958                |
|                         | 0.957                |          |           |         | 0.943                |           |           |         | 0.965       |           |            |         | 0.787       |           |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-005

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |          |           |         | Kings Hwy/Lehigh Ave |           |           |         | NYS Rte 17M |           |            |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|----------------------|----------|-----------|---------|----------------------|-----------|-----------|---------|-------------|-----------|------------|---------|-------------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND           |          |           |         | SOUTHBOUND           |           |           |         | EASTBOUND   |           |            |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL              | 1<br>NT  | 1<br>NR   | 0<br>NU | 0<br>SL              | 1<br>ST   | 0<br>SR   | 0<br>SU | 0<br>EL     | 1<br>ET   | 1<br>ER    | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 96                   | 0        | 36        | 0       | 1                    | 31        | 15        | 0       | 5           | 33        | 82         | 0       | 2           | 38        | 0       | 0       | 339                  |
| 11:15 AM                | 81                   | 0        | 30        | 0       | 1                    | 25        | 15        | 0       | 11          | 32        | 74         | 0       | 4           | 51        | 0       | 0       | 324                  |
| 11:30 AM                | 102                  | 3        | 24        | 0       | 1                    | 15        | 18        | 0       | 8           | 38        | 84         | 0       | 11          | 37        | 0       | 0       | 341                  |
| 11:45 AM                | 99                   | 2        | 28        | 0       | 1                    | 25        | 21        | 0       | 7           | 47        | 93         | 0       | 10          | 55        | 0       | 0       | 388                  |
| 12:00 PM                | 107                  | 1        | 28        | 0       | 5                    | 26        | 22        | 0       | 8           | 49        | 94         | 0       | 11          | 41        | 0       | 0       | 392                  |
| 12:15 PM                | 87                   | 2        | 35        | 0       | 5                    | 26        | 14        | 0       | 13          | 32        | 87         | 0       | 6           | 43        | 0       | 0       | 350                  |
| 12:30 PM                | 104                  | 0        | 26        | 0       | 1                    | 23        | 29        | 0       | 9           | 36        | 101        | 0       | 8           | 30        | 3       | 0       | 370                  |
| 12:45 PM                | 91                   | 3        | 31        | 0       | 0                    | 41        | 17        | 0       | 6           | 34        | 105        | 0       | 9           | 38        | 0       | 0       | 375                  |
| 1:00 PM                 | 77                   | 2        | 29        | 0       | 2                    | 42        | 15        | 0       | 5           | 34        | 88         | 0       | 12          | 38        | 0       | 0       | 344                  |
| 1:15 PM                 | 104                  | 1        | 36        | 0       | 4                    | 26        | 8         | 0       | 4           | 22        | 79         | 0       | 7           | 37        | 0       | 0       | 328                  |
| 1:30 PM                 | 73                   | 0        | 39        | 0       | 3                    | 43        | 13        | 0       | 6           | 28        | 73         | 0       | 11          | 40        | 0       | 0       | 329                  |
| 1:45 PM                 | 80                   | 0        | 26        | 0       | 4                    | 31        | 15        | 0       | 2           | 29        | 89         | 0       | 9           | 52        | 0       | 0       | 337                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>1101           | NT<br>14 | NR<br>368 | NU<br>0 | SL<br>28             | ST<br>354 | SR<br>202 | SU<br>0 | EL<br>84    | ET<br>414 | ER<br>1049 | EU<br>0 | WL<br>100   | WT<br>500 | WR<br>3 | WU<br>0 | <b>TOTAL</b><br>4217 |
| <b>APPROACH %'s :</b>   | 74.24%               | 0.94%    | 24.81%    | 0.00%   | 4.79%                | 60.62%    | 34.59%    | 0.00%   | 5.43%       | 26.76%    | 67.81%     | 0.00%   | 16.58%      | 82.92%    | 0.50%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM  |          |           |         |                      |           |           |         |             |           |            |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 397                  | 5        | 117       | 0       | 12                   | 100       | 86        | 0       | 37          | 164       | 375        | 0       | 35          | 169       | 3       | 0       | 1500                 |
| <b>PEAK HR FACTOR :</b> | 0.928                | 0.625    | 0.836     | 0.000   | 0.600                | 0.962     | 0.741     | 0.000   | 0.712       | 0.837     | 0.928      | 0.000   | 0.795       | 0.768     | 0.250   | 0.000   | 0.957                |
|                         | 0.954                |          |           |         | 0.934                |           |           |         | 0.954       |           |            |         | 0.796       |           |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-005

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |         |         |         | Kings Hwy/Lehigh Ave |          |         |         | NYS Rte 17M |          |          |         | NYS Rte 17M |         |         |         |             |
|-------------------------|----------------------|---------|---------|---------|----------------------|----------|---------|---------|-------------|----------|----------|---------|-------------|---------|---------|---------|-------------|
| NOON                    | NORTHBOUND           |         |         |         | SOUTHBOUND           |          |         |         | EASTBOUND   |          |          |         | WESTBOUND   |         |         |         | TOTAL       |
|                         | 0<br>NL              | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL              | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET  | 1<br>ER  | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |             |
| 11:00 AM                | 0                    | 0       | 1       | 0       | 0                    | 3        | 0       | 0       | 0           | 1        | 1        | 0       | 0           | 0       | 0       | 0       | 6           |
| 11:15 AM                | 1                    | 0       | 1       | 0       | 0                    | 2        | 0       | 0       | 0           | 2        | 2        | 0       | 0           | 1       | 0       | 0       | 9           |
| 11:30 AM                | 2                    | 0       | 1       | 0       | 0                    | 0        | 0       | 0       | 0           | 0        | 0        | 0       | 0           | 0       | 0       | 0       | 3           |
| 11:45 AM                | 1                    | 0       | 0       | 0       | 0                    | 2        | 0       | 0       | 1           | 1        | 2        | 0       | 0           | 3       | 0       | 0       | 10          |
| 12:00 PM                | 0                    | 0       | 2       | 0       | 0                    | 0        | 0       | 0       | 0           | 0        | 0        | 0       | 1           | 1       | 0       | 0       | 4           |
| 12:15 PM                | 2                    | 0       | 1       | 0       | 0                    | 0        | 0       | 0       | 0           | 1        | 0        | 0       | 0           | 2       | 0       | 0       | 6           |
| 12:30 PM                | 3                    | 0       | 0       | 0       | 0                    | 0        | 0       | 0       | 0           | 0        | 2        | 0       | 0           | 0       | 0       | 0       | 5           |
| 12:45 PM                | 0                    | 0       | 1       | 0       | 0                    | 0        | 0       | 0       | 0           | 0        | 0        | 0       | 0           | 0       | 0       | 0       | 1           |
| 1:00 PM                 | 2                    | 0       | 0       | 0       | 0                    | 3        | 0       | 0       | 0           | 3        | 2        | 0       | 0           | 1       | 0       | 0       | 11          |
| 1:15 PM                 | 2                    | 0       | 0       | 0       | 0                    | 0        | 0       | 0       | 0           | 2        | 1        | 0       | 0           | 0       | 0       | 0       | 5           |
| 1:30 PM                 | 1                    | 0       | 0       | 0       | 0                    | 1        | 0       | 0       | 0           | 0        | 0        | 0       | 0           | 0       | 0       | 0       | 2           |
| 1:45 PM                 | 0                    | 0       | 1       | 0       | 0                    | 0        | 0       | 0       | 0           | 1        | 1        | 0       | 0           | 0       | 0       | 0       | 3           |
| <b>TOTAL VOLUMES :</b>  | NL<br>14             | NT<br>0 | NR<br>8 | NU<br>0 | SL<br>0              | ST<br>11 | SR<br>0 | SU<br>0 | EL<br>1     | ET<br>11 | ER<br>11 | EU<br>0 | WL<br>1     | WT<br>8 | WR<br>0 | WU<br>0 | TOTAL<br>65 |
| <b>APPROACH %'s :</b>   | 63.64%               | 0.00%   | 36.36%  | 0.00%   | 0.00%                | 100.00%  | 0.00%   | 0.00%   | 4.35%       | 47.83%   | 47.83%   | 0.00%   | 11.11%      | 88.89%  | 0.00%   | 0.00%   |             |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM  |         |         |         |                      |          |         |         |             |          |          |         |             |         |         |         | TOTAL       |
| <b>PEAK HR VOL :</b>    | 6                    | 0       | 3       | 0       | 0                    | 2        | 0       | 0       | 1           | 2        | 4        | 0       | 1           | 6       | 0       | 0       | 25          |
| <b>PEAK HR FACTOR :</b> | 0.500                | 0.000   | 0.375   | 0.000   | 0.000                | 0.250    | 0.000   | 0.000   | 0.250       | 0.500    | 0.500    | 0.000   | 0.250       | 0.500   | 0.000   | 0.000   | 0.625       |
|                         | 0.750                |         |         |         | 0.250                |          |         |         | 0.438       |          |          |         | 0.583       |         |         |         |             |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Kings Hwy/Lehigh Ave & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-005

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:          | Kings Hwy/Lehigh Ave |         |         |         | Kings Hwy/Lehigh Ave |         |         |         | NYS Rte 17M               |         |         |         | NYS Rte 17M |         |         |         |            |
|-------------------------|----------------------|---------|---------|---------|----------------------|---------|---------|---------|---------------------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND           |         |         |         | SOUTHBOUND           |         |         |         | EASTBOUND                 |         |         |         | WESTBOUND   |         |         |         | TOTAL      |
|                         | 0<br>NL              | 1<br>NT | 1<br>NR | 0<br>NU | 0<br>SL              | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL                   | 1<br>ET | 1<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:15 AM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 1       | 0       | 0           | 0       | 0       | 0       | 1          |
| 12:00 PM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:15 PM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:15 PM                 | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:30 PM                 | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:45 PM                 | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0              | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0              | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0                   | ET<br>0 | ER<br>1 | EU<br>0 | WL<br>0     | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
| <b>APPROACH %'s :</b>   |                      |         |         |         |                      |         |         |         | 0.00% 0.00% 100.00% 0.00% |         |         |         |             |         |         |         |            |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM  |         |         |         |                      |         |         |         |                           |         |         |         |             |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                    | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0                         | 0       | 1       | 0       | 0           | 0       | 0       | 0       | 1          |
| <b>PEAK HR FACTOR :</b> | 0.000                | 0.000   | 0.000   | 0.000   | 0.000                | 0.000   | 0.000   | 0.000   | 0.000                     | 0.000   | 0.250   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.250      |

# National Data & Surveying ServicesIntersection Turning

**Location:** Kings Hwy/Lehigh Ave & NY6 Rte 17M

**City:** Chester

# Movement Count

**Project ID:** 22-380005-005

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:                    | Kings Hwy/Lehigh Ave |         | Kings Hwy/Lehigh Ave |         | NYS Rte 17M |         | NYS Rte 17M |         |            |
|-----------------------------------|----------------------|---------|----------------------|---------|-------------|---------|-------------|---------|------------|
| NOON                              | NORTH LEG            |         | SOUTH LEG            |         | EAST LEG    |         | WEST LEG    |         | TOTAL      |
|                                   | EB                   | WB      | EB                   | WB      | NB          | SB      | NB          | SB      |            |
| 11:00 AM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:15 AM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:30 AM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 11:45 AM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:00 PM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:15 PM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:30 PM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 12:45 PM                          | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:00 PM                           | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:15 PM                           | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:30 PM                           | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| 1:45 PM                           | 0                    | 0       | 0                    | 0       | 0           | 0       | 0           | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0              | WB<br>0 | EB<br>0              | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>0     | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 12:00 AM - 01:00 AM  |         |                      |         |             |         |             |         | TOTAL      |
| PEAK HR VOL :<br>PEAK HR FACTOR : | 0      0             |         | 0      0             |         | 0      0    |         | 0      0    |         | 0          |



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-006

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Academy Ave/Rte 94  |           |           |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                      |
|-------------------------|---------------------|-----------|-----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|----------------------|
| NOON                    | NORTHBOUND          |           |           |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL                |
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 11:00 AM                | 38                  | 30        | 47        | 0       | 17                 | 39        | 22        | 0       | 24          | 61        | 50        | 0       | 67          | 63        | 6         | 0       | 464                  |
| 11:15 AM                | 43                  | 33        | 63        | 0       | 17                 | 51        | 34        | 0       | 19          | 52        | 40        | 0       | 70          | 86        | 6         | 0       | 514                  |
| 11:30 AM                | 46                  | 22        | 45        | 0       | 15                 | 38        | 29        | 0       | 28          | 65        | 50        | 0       | 70          | 76        | 5         | 0       | 489                  |
| 11:45 AM                | 62                  | 30        | 67        | 0       | 10                 | 45        | 40        | 0       | 26          | 76        | 46        | 0       | 67          | 78        | 3         | 0       | 550                  |
| 12:00 PM                | 66                  | 48        | 72        | 0       | 15                 | 40        | 38        | 0       | 44          | 79        | 40        | 0       | 88          | 81        | 10        | 0       | 621                  |
| 12:15 PM                | 60                  | 28        | 54        | 0       | 16                 | 39        | 42        | 0       | 24          | 84        | 65        | 0       | 62          | 86        | 4         | 0       | 564                  |
| 12:30 PM                | 62                  | 33        | 63        | 0       | 15                 | 47        | 20        | 0       | 28          | 73        | 57        | 0       | 88          | 82        | 7         | 0       | 575                  |
| 12:45 PM                | 63                  | 24        | 68        | 0       | 16                 | 34        | 25        | 0       | 27          | 77        | 41        | 0       | 69          | 64        | 4         | 0       | 512                  |
| 1:00 PM                 | 61                  | 25        | 56        | 0       | 9                  | 24        | 23        | 0       | 25          | 64        | 51        | 0       | 55          | 65        | 4         | 0       | 462                  |
| 1:15 PM                 | 55                  | 24        | 45        | 0       | 13                 | 42        | 26        | 0       | 29          | 54        | 46        | 0       | 77          | 74        | 2         | 0       | 487                  |
| 1:30 PM                 | 45                  | 29        | 50        | 0       | 11                 | 38        | 24        | 0       | 13          | 61        | 51        | 0       | 51          | 58        | 7         | 0       | 438                  |
| 1:45 PM                 | 50                  | 33        | 51        | 0       | 14                 | 36        | 25        | 0       | 20          | 61        | 53        | 0       | 74          | 74        | 12        | 0       | 503                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>651           | NT<br>359 | NR<br>681 | NU<br>0 | SL<br>168          | ST<br>473 | SR<br>348 | SU<br>0 | EL<br>307   | ET<br>807 | ER<br>590 | EU<br>0 | WL<br>838   | WT<br>887 | WR<br>70  | WU<br>0 | <b>TOTAL</b><br>6179 |
| <b>APPROACH %'s :</b>   | 38.50%              | 21.23%    | 40.27%    | 0.00%   | 16.99%             | 47.83%    | 35.19%    | 0.00%   | 18.02%      | 47.36%    | 34.62%    | 0.00%   | 46.69%      | 49.42%    | 3.90%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |           |           |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 250                 | 139       | 256       | 0       | 56                 | 171       | 140       | 0       | 122         | 312       | 208       | 0       | 305         | 327       | 24        | 0       | 2310                 |
| <b>PEAK HR FACTOR :</b> | 0.947               | 0.724     | 0.889     | 0.000   | 0.875              | 0.910     | 0.833     | 0.000   | 0.693       | 0.929     | 0.800     | 0.000   | 0.866       | 0.951     | 0.600     | 0.000   | 0.930                |
|                         | 0.867               |           |           |         | 0.946              |           |           |         | 0.928       |           |           |         | 0.916       |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-006

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Academy Ave/Rte 94  |           |           |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                      |
|-------------------------|---------------------|-----------|-----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|----------------------|
| NOON                    | NORTHBOUND          |           |           |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL                |
|                         | 1<br>NL             | 1<br>NT   | 1<br>NR   | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                      |
| 11:00 AM                | 36                  | 30        | 46        | 0       | 17                 | 38        | 22        | 0       | 23          | 61        | 50        | 0       | 67          | 63        | 6         | 0       | 459                  |
| 11:15 AM                | 43                  | 33        | 61        | 0       | 17                 | 51        | 34        | 0       | 19          | 51        | 39        | 0       | 70          | 85        | 5         | 0       | 508                  |
| 11:30 AM                | 46                  | 22        | 44        | 0       | 15                 | 35        | 29        | 0       | 28          | 65        | 50        | 0       | 69          | 76        | 5         | 0       | 484                  |
| 11:45 AM                | 61                  | 30        | 66        | 0       | 10                 | 44        | 40        | 0       | 26          | 76        | 44        | 0       | 63          | 78        | 3         | 0       | 541                  |
| 12:00 PM                | 66                  | 47        | 71        | 0       | 15                 | 40        | 38        | 0       | 44          | 79        | 39        | 0       | 88          | 80        | 10        | 0       | 617                  |
| 12:15 PM                | 60                  | 26        | 50        | 0       | 16                 | 38        | 42        | 0       | 24          | 84        | 62        | 0       | 61          | 84        | 3         | 0       | 550                  |
| 12:30 PM                | 62                  | 33        | 61        | 0       | 15                 | 46        | 20        | 0       | 28          | 72        | 57        | 0       | 88          | 80        | 6         | 0       | 568                  |
| 12:45 PM                | 63                  | 24        | 67        | 0       | 15                 | 34        | 25        | 0       | 27          | 77        | 40        | 0       | 68          | 62        | 4         | 0       | 506                  |
| 1:00 PM                 | 60                  | 24        | 56        | 0       | 8                  | 23        | 23        | 0       | 24          | 61        | 51        | 0       | 54          | 65        | 4         | 0       | 453                  |
| 1:15 PM                 | 55                  | 24        | 45        | 0       | 13                 | 42        | 26        | 0       | 29          | 53        | 46        | 0       | 74          | 73        | 2         | 0       | 482                  |
| 1:30 PM                 | 45                  | 29        | 50        | 0       | 11                 | 38        | 23        | 0       | 13          | 61        | 51        | 0       | 50          | 58        | 7         | 0       | 436                  |
| 1:45 PM                 | 48                  | 33        | 51        | 0       | 14                 | 36        | 25        | 0       | 20          | 59        | 51        | 0       | 74          | 74        | 12        | 0       | 497                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>645           | NT<br>355 | NR<br>668 | NU<br>0 | SL<br>166          | ST<br>465 | SR<br>347 | SU<br>0 | EL<br>305   | ET<br>799 | ER<br>580 | EU<br>0 | WL<br>826   | WT<br>878 | WR<br>67  | WU<br>0 | <b>TOTAL</b><br>6101 |
| <b>APPROACH %'s :</b>   | 38.67%              | 21.28%    | 40.05%    | 0.00%   | 16.97%             | 47.55%    | 35.48%    | 0.00%   | 18.11%      | 47.45%    | 34.44%    | 0.00%   | 46.64%      | 49.58%    | 3.78%     | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |           |           |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 249                 | 136       | 248       | 0       | 56                 | 168       | 140       | 0       | 122         | 311       | 202       | 0       | 300         | 322       | 22        | 0       | 2276                 |
| <b>PEAK HR FACTOR :</b> | 0.943               | 0.723     | 0.873     | 0.000   | 0.875              | 0.913     | 0.833     | 0.000   | 0.693       | 0.926     | 0.815     | 0.000   | 0.852       | 0.958     | 0.550     | 0.000   | 0.922                |
|                         | 0.860               |           |           |         | 0.948              |           |           |         | 0.934       |           |           |         | 0.904       |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-006

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Academy Ave/Rte 94  |         |          |         | Academy Ave/Rte 94 |           |           |         | NYS Rte 17M |           |           |         | NYS Rte 17M |           |           |         |                    |
|-------------------------|---------------------|---------|----------|---------|--------------------|-----------|-----------|---------|-------------|-----------|-----------|---------|-------------|-----------|-----------|---------|--------------------|
| NOON                    | NORTHBOUND          |         |          |         | SOUTHBOUND         |           |           |         | EASTBOUND   |           |           |         | WESTBOUND   |           |           |         | TOTAL              |
|                         | 1<br>NL             | 1<br>NT | 1<br>NR  | 0<br>NU | 1<br>SL            | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 1<br>EL     | 1.5<br>ET | 0.5<br>ER | 0<br>EU | 2<br>WL     | 0.5<br>WT | 0.5<br>WR | 0<br>WU |                    |
| 11:00 AM                | 2                   | 0       | 1        | 0       | 0                  | 1         | 0         | 0       | 1           | 0         | 0         | 0       | 0           | 0         | 0         | 0       | 5                  |
| 11:15 AM                | 0                   | 0       | 2        | 0       | 0                  | 0         | 0         | 0       | 0           | 1         | 1         | 0       | 0           | 1         | 1         | 0       | 6                  |
| 11:30 AM                | 0                   | 0       | 1        | 0       | 0                  | 3         | 0         | 0       | 0           | 0         | 0         | 0       | 1           | 0         | 0         | 0       | 5                  |
| 11:45 AM                | 1                   | 0       | 1        | 0       | 0                  | 1         | 0         | 0       | 0           | 0         | 2         | 0       | 4           | 0         | 0         | 0       | 9                  |
| 12:00 PM                | 0                   | 1       | 1        | 0       | 0                  | 0         | 0         | 0       | 0           | 0         | 1         | 0       | 0           | 1         | 0         | 0       | 4                  |
| 12:15 PM                | 0                   | 2       | 4        | 0       | 0                  | 1         | 0         | 0       | 0           | 0         | 3         | 0       | 1           | 2         | 1         | 0       | 14                 |
| 12:30 PM                | 0                   | 0       | 2        | 0       | 0                  | 1         | 0         | 0       | 0           | 1         | 0         | 0       | 0           | 2         | 1         | 0       | 7                  |
| 12:45 PM                | 0                   | 0       | 1        | 0       | 1                  | 0         | 0         | 0       | 0           | 0         | 1         | 0       | 1           | 2         | 0         | 0       | 6                  |
| 1:00 PM                 | 1                   | 1       | 0        | 0       | 1                  | 1         | 0         | 0       | 1           | 3         | 0         | 0       | 1           | 0         | 0         | 0       | 9                  |
| 1:15 PM                 | 0                   | 0       | 0        | 0       | 0                  | 0         | 0         | 0       | 0           | 1         | 0         | 0       | 3           | 1         | 0         | 0       | 5                  |
| 1:30 PM                 | 0                   | 0       | 0        | 0       | 0                  | 0         | 1         | 0       | 0           | 0         | 0         | 0       | 1           | 0         | 0         | 0       | 2                  |
| 1:45 PM                 | 2                   | 0       | 0        | 0       | 0                  | 0         | 0         | 0       | 0           | 2         | 2         | 0       | 0           | 0         | 0         | 0       | 6                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>6             | NT<br>4 | NR<br>13 | NU<br>0 | SL<br>2            | ST<br>8   | SR<br>1   | SU<br>0 | EL<br>2     | ET<br>8   | ER<br>10  | EU<br>0 | WL<br>12    | WT<br>9   | WR<br>3   | WU<br>0 | <b>TOTAL</b><br>78 |
| <b>APPROACH %'s :</b>   | 26.09%              | 17.39%  | 56.52%   | 0.00%   | 18.18%             | 72.73%    | 9.09%     | 0.00%   | 10.00%      | 40.00%    | 50.00%    | 0.00%   | 50.00%      | 37.50%    | 12.50%    | 0.00%   |                    |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |         |          |         |                    |           |           |         |             |           |           |         |             |           |           |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 1                   | 3       | 8        | 0       | 0                  | 3         | 0         | 0       | 0           | 1         | 6         | 0       | 5           | 5         | 2         | 0       | 34                 |
| <b>PEAK HR FACTOR :</b> | 0.250               | 0.375   | 0.500    | 0.000   | 0.000              | 0.750     | 0.000     | 0.000   | 0.000       | 0.250     | 0.500     | 0.000   | 0.313       | 0.625     | 0.500     | 0.000   | 0.607              |
|                         | 0.500               |         |          |         | 0.750              |           |           |         | 0.583       |           |           |         | 0.750       |           |           |         |                    |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Academy Ave/Rte 94 & NYS Rte 17M

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-006

**Date:** 3/26/2022

## Data - Bikes

[illegible]

# National Data & Surveying ServicesIntersection Turning

**Location:** Academy Ave/Rte 94 & W 5th St Rte 17M

**City:** Chester

## 4.8.1 Movement Count

**Project ID:** 22-380005-006

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

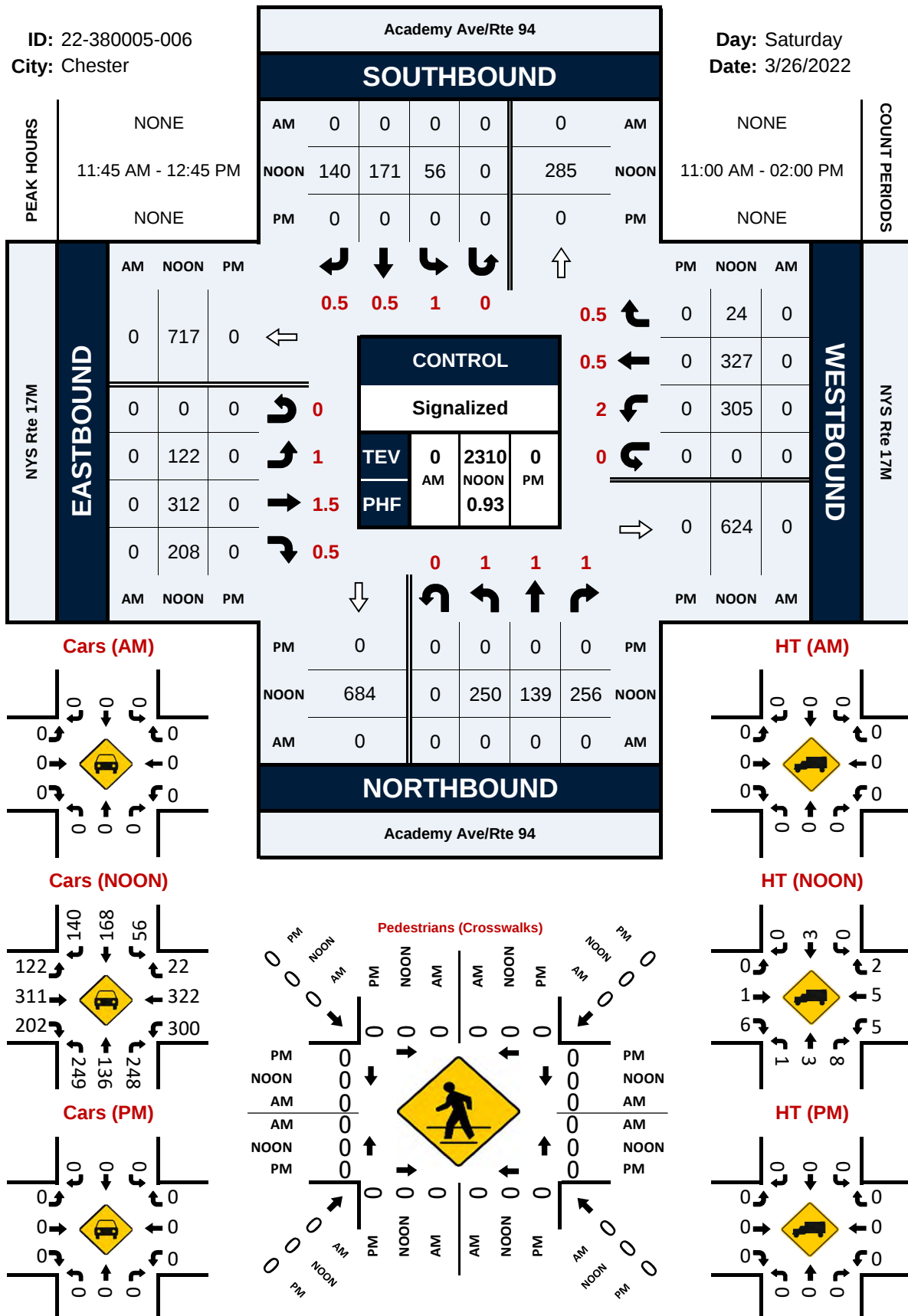
[illegible]

## Academy Ave/Rte 94 &amp; NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-006  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-007

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |           |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |            |         |         | Rte 94    |           |           |         |                      |
|-------------------------|------------------------|-----------|-----------|---------|------------------------|---------|---------|---------|-----------|------------|---------|---------|-----------|-----------|-----------|---------|----------------------|
| NOON                    | NORTHBOUND             |           |           |         | SOUTHBOUND             |         |         |         | EASTBOUND |            |         |         | WESTBOUND |           |           |         | TOTAL                |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR   | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET    | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 11:00 AM                | 25                     | 0         | 21        | 0       | 0                      | 0       | 0       | 0       | 17        | 96         | 0       | 0       | 0         | 71        | 87        | 0       | 317                  |
| 11:15 AM                | 24                     | 0         | 25        | 0       | 0                      | 0       | 0       | 0       | 21        | 112        | 0       | 0       | 0         | 78        | 81        | 0       | 341                  |
| 11:30 AM                | 38                     | 0         | 28        | 0       | 0                      | 0       | 0       | 0       | 17        | 88         | 0       | 0       | 0         | 85        | 74        | 0       | 330                  |
| 11:45 AM                | 22                     | 1         | 38        | 0       | 0                      | 0       | 0       | 0       | 25        | 119        | 0       | 0       | 0         | 74        | 80        | 0       | 359                  |
| 12:00 PM                | 30                     | 0         | 41        | 0       | 0                      | 0       | 0       | 0       | 28        | 143        | 0       | 0       | 0         | 91        | 81        | 0       | 414                  |
| 12:15 PM                | 26                     | 0         | 21        | 0       | 0                      | 0       | 0       | 0       | 27        | 123        | 0       | 0       | 0         | 80        | 87        | 0       | 364                  |
| 12:30 PM                | 30                     | 0         | 33        | 0       | 0                      | 0       | 0       | 0       | 13        | 127        | 0       | 0       | 0         | 89        | 99        | 0       | 391                  |
| 12:45 PM                | 30                     | 0         | 32        | 0       | 0                      | 0       | 0       | 0       | 16        | 119        | 0       | 0       | 0         | 72        | 76        | 0       | 345                  |
| 1:00 PM                 | 28                     | 0         | 29        | 0       | 0                      | 0       | 0       | 0       | 16        | 114        | 0       | 0       | 0         | 62        | 68        | 0       | 317                  |
| 1:15 PM                 | 37                     | 0         | 32        | 0       | 0                      | 0       | 0       | 0       | 11        | 91         | 0       | 0       | 0         | 68        | 95        | 0       | 334                  |
| 1:30 PM                 | 26                     | 1         | 27        | 0       | 0                      | 0       | 0       | 0       | 16        | 97         | 0       | 0       | 0         | 68        | 74        | 0       | 309                  |
| 1:45 PM                 | 30                     | 0         | 23        | 0       | 0                      | 0       | 0       | 0       | 22        | 114        | 0       | 0       | 0         | 81        | 81        | 0       | 351                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>346              | NT<br>2   | NR<br>350 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>229 | ET<br>1343 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>919 | WR<br>983 | WU<br>0 | <b>TOTAL</b><br>4172 |
| <b>APPROACH %'s :</b>   | 49.57%                 | 0.29%     | 50.14%    | 0.00%   |                        |         |         |         | 14.57%    | 85.43%     | 0.00%   | 0.00%   | 0.00%     | 48.32%    | 51.68%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |           |           |         |                        |         |         |         |           |            |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 108                    | 1         | 133       | 0       | 0                      | 0       | 0       | 0       | 93        | 512        | 0       | 0       | 0         | 334       | 347       | 0       | 1528                 |
| <b>PEAK HR FACTOR :</b> | 0.900                  | 0.250     | 0.811     | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.830     | 0.895      | 0.000   | 0.000   | 0.000     | 0.918     | 0.876     | 0.000   | 0.923                |
|                         | 0.852                  |           |           |         |                        |         |         |         | 0.885     |            |         |         | 0.906     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-007

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |           |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |            |         |         | Rte 94    |           |           |         |                      |
|-------------------------|------------------------|-----------|-----------|---------|------------------------|---------|---------|---------|-----------|------------|---------|---------|-----------|-----------|-----------|---------|----------------------|
| NOON                    | NORTHBOUND             |           |           |         | SOUTHBOUND             |         |         |         | EASTBOUND |            |         |         | WESTBOUND |           |           |         | TOTAL                |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR   | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET    | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT   | 1<br>WR   | 0<br>WU |                      |
| 11:00 AM                | 22                     | 0         | 20        | 0       | 0                      | 0       | 0       | 0       | 16        | 94         | 0       | 0       | 0         | 71        | 86        | 0       | 309                  |
| 11:15 AM                | 23                     | 0         | 25        | 0       | 0                      | 0       | 0       | 0       | 21        | 110        | 0       | 0       | 0         | 77        | 81        | 0       | 337                  |
| 11:30 AM                | 34                     | 0         | 28        | 0       | 0                      | 0       | 0       | 0       | 17        | 87         | 0       | 0       | 0         | 84        | 72        | 0       | 322                  |
| 11:45 AM                | 21                     | 1         | 38        | 0       | 0                      | 0       | 0       | 0       | 24        | 117        | 0       | 0       | 0         | 71        | 75        | 0       | 347                  |
| 12:00 PM                | 29                     | 0         | 41        | 0       | 0                      | 0       | 0       | 0       | 27        | 141        | 0       | 0       | 0         | 90        | 81        | 0       | 409                  |
| 12:15 PM                | 25                     | 0         | 21        | 0       | 0                      | 0       | 0       | 0       | 25        | 117        | 0       | 0       | 0         | 76        | 86        | 0       | 350                  |
| 12:30 PM                | 29                     | 0         | 33        | 0       | 0                      | 0       | 0       | 0       | 13        | 125        | 0       | 0       | 0         | 88        | 99        | 0       | 387                  |
| 12:45 PM                | 28                     | 0         | 32        | 0       | 0                      | 0       | 0       | 0       | 15        | 118        | 0       | 0       | 0         | 71        | 75        | 0       | 339                  |
| 1:00 PM                 | 27                     | 0         | 29        | 0       | 0                      | 0       | 0       | 0       | 16        | 112        | 0       | 0       | 0         | 60        | 68        | 0       | 312                  |
| 1:15 PM                 | 34                     | 0         | 32        | 0       | 0                      | 0       | 0       | 0       | 11        | 91         | 0       | 0       | 0         | 68        | 92        | 0       | 328                  |
| 1:30 PM                 | 22                     | 1         | 27        | 0       | 0                      | 0       | 0       | 0       | 14        | 97         | 0       | 0       | 0         | 67        | 74        | 0       | 302                  |
| 1:45 PM                 | 27                     | 0         | 23        | 0       | 0                      | 0       | 0       | 0       | 22        | 112        | 0       | 0       | 0         | 79        | 81        | 0       | 344                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>321              | NT<br>2   | NR<br>349 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>221 | ET<br>1321 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>902 | WR<br>970 | WU<br>0 | <b>TOTAL</b><br>4086 |
| <b>APPROACH %'s :</b>   | 47.77%                 | 0.30%     | 51.93%    | 0.00%   |                        |         |         |         | 14.33%    | 85.67%     | 0.00%   | 0.00%   | 0.00%     | 48.18%    | 51.82%    | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |           |           |         |                        |         |         |         |           |            |         |         |           |           |           |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 104                    | 1         | 133       | 0       | 0                      | 0       | 0       | 0       | 89        | 500        | 0       | 0       | 0         | 325       | 341       | 0       | 1493                 |
| <b>PEAK HR FACTOR :</b> | 0.897                  | 0.250     | 0.811     | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.824     | 0.887      | 0.000   | 0.000   | 0.000     | 0.903     | 0.861     | 0.000   | 0.913                |
|                         | 0.850                  |           |           |         |                        |         |         |         | 0.876     |            |         |         | 0.890     |           |           |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-007

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Rte 126 NB On/Off Ramp |           |         |         | Rte 126 NB On/Off Ramp |         |         |         | Rte 94    |          |         |         | Rte 94    |          |          |         |                    |
|-------------------------|------------------------|-----------|---------|---------|------------------------|---------|---------|---------|-----------|----------|---------|---------|-----------|----------|----------|---------|--------------------|
| NOON                    | NORTHBOUND             |           |         |         | SOUTHBOUND             |         |         |         | EASTBOUND |          |         |         | WESTBOUND |          |          |         | TOTAL              |
|                         | 0.5<br>NL              | 0.5<br>NT | 1<br>NR | 0<br>NU | 0<br>SL                | 0<br>ST | 0<br>SR | 0<br>SU | 1<br>EL   | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT  | 1<br>WR  | 0<br>WU |                    |
| 11:00 AM                | 3                      | 0         | 1       | 0       | 0                      | 0       | 0       | 0       | 1         | 2        | 0       | 0       | 0         | 0        | 1        | 0       | 8                  |
| 11:15 AM                | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 2        | 0       | 0       | 0         | 1        | 0        | 0       | 4                  |
| 11:30 AM                | 4                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 1        | 0       | 0       | 0         | 1        | 2        | 0       | 8                  |
| 11:45 AM                | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 1         | 2        | 0       | 0       | 0         | 3        | 5        | 0       | 12                 |
| 12:00 PM                | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 1         | 2        | 0       | 0       | 0         | 1        | 0        | 0       | 5                  |
| 12:15 PM                | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 2         | 6        | 0       | 0       | 0         | 4        | 1        | 0       | 14                 |
| 12:30 PM                | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 2        | 0       | 0       | 0         | 1        | 0        | 0       | 4                  |
| 12:45 PM                | 2                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 1         | 1        | 0       | 0       | 0         | 1        | 1        | 0       | 6                  |
| 1:00 PM                 | 1                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 2        | 0       | 0       | 0         | 2        | 0        | 0       | 5                  |
| 1:15 PM                 | 3                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 0        | 0       | 0       | 0         | 0        | 3        | 0       | 6                  |
| 1:30 PM                 | 4                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 2         | 0        | 0       | 0       | 0         | 1        | 0        | 0       | 7                  |
| 1:45 PM                 | 3                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 0         | 2        | 0       | 0       | 0         | 2        | 0        | 0       | 7                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>25               | NT<br>0   | NR<br>1 | NU<br>0 | SL<br>0                | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>8   | ET<br>22 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>17 | WR<br>13 | WU<br>0 | <b>TOTAL</b><br>86 |
| <b>APPROACH %'s :</b>   | 96.15%                 | 0.00%     | 3.85%   | 0.00%   |                        |         |         |         | 26.67%    | 73.33%   | 0.00%   | 0.00%   | 0.00%     | 56.67%   | 43.33%   | 0.00%   |                    |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |           |         |         |                        |         |         |         |           |          |         |         |           |          |          |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 4                      | 0         | 0       | 0       | 0                      | 0       | 0       | 0       | 4         | 12       | 0       | 0       | 0         | 9        | 6        | 0       | 35                 |
| <b>PEAK HR FACTOR :</b> | 1.000                  | 0.000     | 0.000   | 0.000   | 0.000                  | 0.000   | 0.000   | 0.000   | 0.500     | 0.500    | 0.000   | 0.000   | 0.000     | 0.563    | 0.300    | 0.000   | 0.625              |
|                         | 1.000                  |           |         |         |                        |         |         |         | 0.500     |          |         |         | 0.469     |          |          |         |                    |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-007

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:                               |  | Rte 126 NB On/Off Ramp |            |            |            | Rte 126 NB On/Off Ramp |            |            |            | Rte 94     |            |            |            | Rte 94     |            |            |         |            |
|----------------------------------------------|--|------------------------|------------|------------|------------|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|------------|
| NOON                                         |  | NORTHBOUND             |            |            |            | SOUTHBOUND             |            |            |            | EASTBOUND  |            |            |            | WESTBOUND  |            |            |         |            |
|                                              |  | 0.5<br>NL              | 0.5<br>NT  | 1<br>NR    | 0<br>NU    | 0<br>SL                | 0<br>ST    | 0<br>SR    | 0<br>SU    | 1<br>EL    | 1<br>ET    | 0<br>ER    | 0<br>EU    | 0<br>WL    | 1<br>WT    | 1<br>WR    | 0<br>WU | TOTAL      |
| 11:00 AM<br>11:15 AM<br>11:30 AM<br>11:45 AM |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
| 12:00 PM<br>12:15 PM<br>12:30 PM<br>12:45 PM |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
| 1:00 PM<br>1:15 PM<br>1:30 PM<br>1:45 PM     |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
|                                              |  | 0                      | 0          | 0          | 0          | 0                      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s :            |  | NL<br>0                | NT<br>0    | NR<br>0    | NU<br>0    | SL<br>0                | ST<br>0    | SR<br>0    | SU<br>0    | EL<br>0    | ET<br>0    | ER<br>0    | EU<br>0    | WL<br>0    | WT<br>0    | WR<br>0    | WU<br>0 | TOTAL<br>0 |
| PEAK HR :                                    |  | 11:45 AM - 12:45 PM    |            |            |            |                        |            |            |            |            |            |            |            |            |            |            |         | TOTAL<br>0 |
| PEAK HR VOL :<br>PEAK HR FACTOR :            |  | 0<br>0.000             | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000             | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 | 0<br>0.000 |         |            |

# National Data & Surveying ServicesIntersection Turning

**Location:** Rte 126 NB On/Off Ramp & Rte 94

**City:** Chester

# Movement Count

**Project ID:** 22-380005-007

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

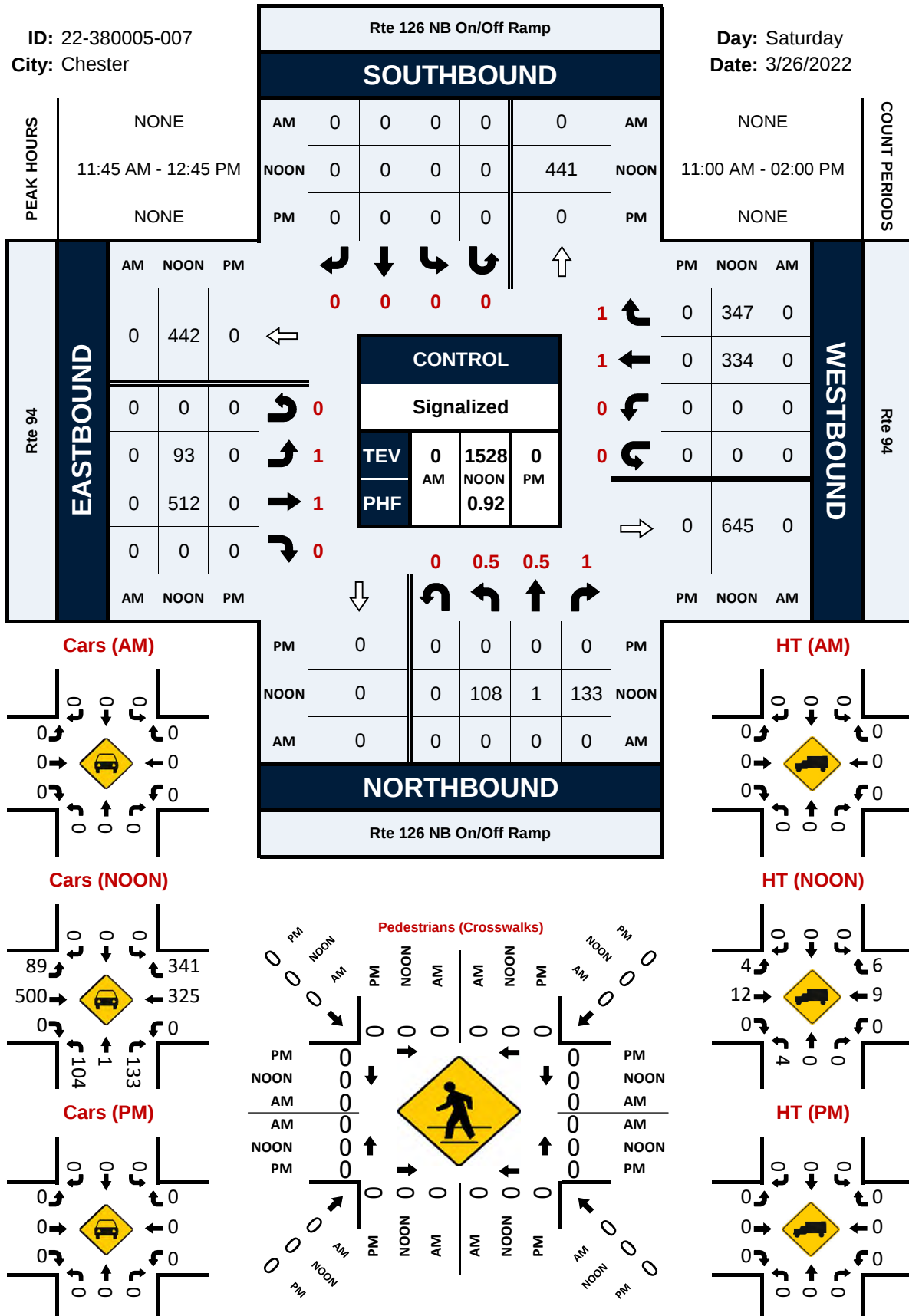
| NS/EW Streets:   | Rte 126 NB On/Off Ramp |         | Rte 126 NB On/Off Ramp |         | Rte 94   |         | Rte 94   |         |            |
|------------------|------------------------|---------|------------------------|---------|----------|---------|----------|---------|------------|
| NOON             | NORTH LEG              |         | SOUTH LEG              |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|                  | EB                     | WB      | EB                     | WB      | NB       | SB      | NB       | SB      |            |
| 11:00 AM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 11:15 AM         | 1                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 1          |
| 11:30 AM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 11:45 AM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 12:00 PM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 12:15 PM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 12:30 PM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 12:45 PM         | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 1:00 PM          | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 1:15 PM          | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| 1:30 PM          | 0                      | 0       | 1                      | 1       | 0        | 0       | 0        | 0       | 2          |
| 1:45 PM          | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :  | EB<br>1                | WB<br>0 | EB<br>1                | WB<br>1 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>3 |
| APPROACH %'s :   | 100.00%                | 0.00%   | 50.00%                 | 50.00%  |          |         |          |         |            |
| PEAK HR :        | 12:00 AM - 01:00 AM    |         |                        |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :    | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0          |
| PEAK HR FACTOR : |                        |         |                        |         |          |         |          |         |            |

## Rte 126 NB On/Off Ramp &amp; Rte 94

## Peak Hour Turning Movement Count

ID: 22-380005-007  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-008

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |         |         |         | Rte 126 SB On/Off Ramp |           |           |         | Rte 94    |           |           |         | Rte 94    |           |         |         |                      |
|-------------------------|------------------------|---------|---------|---------|------------------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND             |         |         |         | SOUTHBOUND             |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |         |         | TOTAL                |
|                         | 0<br>NL                | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL                | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET   | 1<br>ER   | 0<br>EU | 1<br>WL   | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 0                      | 0       | 0       | 0       | 49                     | 0         | 23        | 0       | 0         | 64        | 66        | 0       | 23        | 71        | 0       | 0       | 296                  |
| 11:15 AM                | 0                      | 0       | 0       | 0       | 62                     | 0         | 20        | 0       | 0         | 71        | 44        | 0       | 34        | 70        | 0       | 0       | 301                  |
| 11:30 AM                | 0                      | 0       | 0       | 0       | 47                     | 0         | 23        | 0       | 0         | 58        | 51        | 0       | 27        | 97        | 0       | 0       | 303                  |
| 11:45 AM                | 0                      | 0       | 0       | 0       | 71                     | 0         | 35        | 0       | 0         | 73        | 43        | 0       | 22        | 72        | 0       | 0       | 316                  |
| 12:00 PM                | 0                      | 0       | 0       | 0       | 85                     | 0         | 38        | 0       | 0         | 91        | 42        | 0       | 35        | 88        | 0       | 0       | 379                  |
| 12:15 PM                | 0                      | 0       | 0       | 0       | 63                     | 1         | 27        | 0       | 0         | 82        | 42        | 0       | 43        | 62        | 0       | 0       | 320                  |
| 12:30 PM                | 0                      | 0       | 0       | 0       | 73                     | 0         | 36        | 0       | 0         | 70        | 69        | 0       | 42        | 78        | 0       | 0       | 368                  |
| 12:45 PM                | 0                      | 0       | 0       | 0       | 72                     | 0         | 32        | 0       | 0         | 62        | 35        | 0       | 37        | 64        | 0       | 1       | 303                  |
| 1:00 PM                 | 0                      | 0       | 0       | 0       | 77                     | 0         | 26        | 0       | 0         | 50        | 49        | 0       | 28        | 62        | 0       | 0       | 292                  |
| 1:15 PM                 | 0                      | 0       | 0       | 0       | 62                     | 0         | 29        | 0       | 0         | 41        | 43        | 0       | 33        | 70        | 0       | 0       | 278                  |
| 1:30 PM                 | 0                      | 0       | 0       | 0       | 59                     | 0         | 25        | 0       | 0         | 53        | 38        | 0       | 32        | 62        | 0       | 0       | 269                  |
| 1:45 PM                 | 0                      | 0       | 0       | 0       | 72                     | 0         | 23        | 0       | 0         | 64        | 38        | 0       | 34        | 78        | 0       | 0       | 309                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>792              | ST<br>1   | SR<br>337 | SU<br>0 | EL<br>0   | ET<br>779 | ER<br>560 | EU<br>0 | WL<br>390 | WT<br>874 | WR<br>0 | WU<br>1 | <b>TOTAL</b><br>3734 |
| <b>APPROACH %'s :</b>   |                        |         |         |         | 70.09%                 | 0.09%     | 29.82%    | 0.00%   | 0.00%     | 58.18%    | 41.82%    | 0.00%   | 30.83%    | 69.09%    | 0.00%   | 0.08%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |         |         |         |                        |           |           |         |           |           |           |         |           |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                      | 0       | 0       | 0       | 292                    | 1         | 136       | 0       | 0         | 316       | 196       | 0       | 142       | 300       | 0       | 0       | 1383                 |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000   | 0.000   | 0.000   | 0.859                  | 0.250     | 0.895     | 0.000   | 0.000     | 0.868     | 0.710     | 0.000   | 0.826     | 0.852     | 0.000   | 0.000   | 0.912                |
|                         |                        |         |         |         | 0.872                  |           |           |         |           | 0.921     |           |         |           | 0.898     |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-008

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |         |         |         | Rte 126 SB On/Off Ramp |           |           |         | Rte 94    |           |           |         | Rte 94    |           |         |         |                      |
|-------------------------|------------------------|---------|---------|---------|------------------------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND             |         |         |         | SOUTHBOUND             |           |           |         | EASTBOUND |           |           |         | WESTBOUND |           |         |         | TOTAL                |
|                         | 0<br>NL                | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL                | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET   | 1<br>ER   | 0<br>EU | 1<br>WL   | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 0                      | 0       | 0       | 0       | 47                     | 0         | 21        | 0       | 0         | 63        | 66        | 0       | 23        | 67        | 0       | 0       | 287                  |
| 11:15 AM                | 0                      | 0       | 0       | 0       | 60                     | 0         | 19        | 0       | 0         | 71        | 38        | 0       | 34        | 68        | 0       | 0       | 290                  |
| 11:30 AM                | 0                      | 0       | 0       | 0       | 46                     | 0         | 22        | 0       | 0         | 58        | 45        | 0       | 26        | 93        | 0       | 0       | 290                  |
| 11:45 AM                | 0                      | 0       | 0       | 0       | 70                     | 0         | 34        | 0       | 0         | 71        | 40        | 0       | 21        | 69        | 0       | 0       | 305                  |
| 12:00 PM                | 0                      | 0       | 0       | 0       | 83                     | 0         | 37        | 0       | 0         | 90        | 38        | 0       | 35        | 86        | 0       | 0       | 369                  |
| 12:15 PM                | 0                      | 0       | 0       | 0       | 61                     | 1         | 24        | 0       | 0         | 76        | 39        | 0       | 41        | 60        | 0       | 0       | 302                  |
| 12:30 PM                | 0                      | 0       | 0       | 0       | 71                     | 0         | 35        | 0       | 0         | 70        | 68        | 0       | 41        | 76        | 0       | 0       | 361                  |
| 12:45 PM                | 0                      | 0       | 0       | 0       | 71                     | 0         | 31        | 0       | 0         | 61        | 33        | 0       | 37        | 61        | 0       | 1       | 295                  |
| 1:00 PM                 | 0                      | 0       | 0       | 0       | 77                     | 0         | 24        | 0       | 0         | 48        | 48        | 0       | 28        | 59        | 0       | 0       | 284                  |
| 1:15 PM                 | 0                      | 0       | 0       | 0       | 62                     | 0         | 27        | 0       | 0         | 41        | 42        | 0       | 33        | 67        | 0       | 0       | 272                  |
| 1:30 PM                 | 0                      | 0       | 0       | 0       | 59                     | 0         | 23        | 0       | 0         | 51        | 31        | 0       | 32        | 57        | 0       | 0       | 253                  |
| 1:45 PM                 | 0                      | 0       | 0       | 0       | 71                     | 0         | 20        | 0       | 0         | 63        | 34        | 0       | 33        | 75        | 0       | 0       | 296                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>778              | ST<br>1   | SR<br>317 | SU<br>0 | EL<br>0   | ET<br>763 | ER<br>522 | EU<br>0 | WL<br>384 | WT<br>838 | WR<br>0 | WU<br>1 | <b>TOTAL</b><br>3604 |
| <b>APPROACH %'s :</b>   |                        |         |         |         | 70.99%                 | 0.09%     | 28.92%    | 0.00%   | 0.00%     | 59.38%    | 40.62%    | 0.00%   | 31.40%    | 68.52%    | 0.00%   | 0.08%   |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |         |         |         |                        |           |           |         |           |           |           |         |           |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                      | 0       | 0       | 0       | 285                    | 1         | 130       | 0       | 0         | 307       | 185       | 0       | 138       | 291       | 0       | 0       | 1337                 |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000   | 0.000   | 0.000   | 0.858                  | 0.250     | 0.878     | 0.000   | 0.000     | 0.853     | 0.680     | 0.000   | 0.841     | 0.846     | 0.000   | 0.000   | 0.906                |
|                         |                        |         |         |         | 0.867                  |           |           |         |           | 0.891     |           |         |           | 0.886     |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-008

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Rte 126 SB On/Off Ramp |         |         |         | Rte 126 SB On/Off Ramp |           |           |         | Rte 94    |          |          |         | Rte 94    |          |         |         |                     |
|-------------------------|------------------------|---------|---------|---------|------------------------|-----------|-----------|---------|-----------|----------|----------|---------|-----------|----------|---------|---------|---------------------|
| NOON                    | NORTHBOUND             |         |         |         | SOUTHBOUND             |           |           |         | EASTBOUND |          |          |         | WESTBOUND |          |         |         | TOTAL               |
|                         | 0<br>NL                | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL                | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET  | 1<br>ER  | 0<br>EU | 1<br>WL   | 1<br>WT  | 0<br>WR | 0<br>WU |                     |
| 11:00 AM                | 0                      | 0       | 0       | 0       | 2                      | 0         | 2         | 0       | 0         | 1        | 0        | 0       | 0         | 4        | 0       | 0       | 9                   |
| 11:15 AM                | 0                      | 0       | 0       | 0       | 2                      | 0         | 1         | 0       | 0         | 0        | 6        | 0       | 0         | 2        | 0       | 0       | 11                  |
| 11:30 AM                | 0                      | 0       | 0       | 0       | 1                      | 0         | 1         | 0       | 0         | 0        | 6        | 0       | 1         | 4        | 0       | 0       | 13                  |
| 11:45 AM                | 0                      | 0       | 0       | 0       | 1                      | 0         | 1         | 0       | 0         | 2        | 3        | 0       | 1         | 3        | 0       | 0       | 11                  |
| 12:00 PM                | 0                      | 0       | 0       | 0       | 2                      | 0         | 1         | 0       | 0         | 1        | 4        | 0       | 0         | 2        | 0       | 0       | 10                  |
| 12:15 PM                | 0                      | 0       | 0       | 0       | 2                      | 0         | 3         | 0       | 0         | 6        | 3        | 0       | 2         | 2        | 0       | 0       | 18                  |
| 12:30 PM                | 0                      | 0       | 0       | 0       | 2                      | 0         | 1         | 0       | 0         | 0        | 1        | 0       | 1         | 2        | 0       | 0       | 7                   |
| 12:45 PM                | 0                      | 0       | 0       | 0       | 1                      | 0         | 1         | 0       | 0         | 1        | 2        | 0       | 0         | 3        | 0       | 0       | 8                   |
| 1:00 PM                 | 0                      | 0       | 0       | 0       | 0                      | 0         | 2         | 0       | 0         | 2        | 1        | 0       | 0         | 3        | 0       | 0       | 8                   |
| 1:15 PM                 | 0                      | 0       | 0       | 0       | 0                      | 0         | 2         | 0       | 0         | 0        | 1        | 0       | 0         | 3        | 0       | 0       | 6                   |
| 1:30 PM                 | 0                      | 0       | 0       | 0       | 0                      | 0         | 2         | 0       | 0         | 2        | 7        | 0       | 0         | 5        | 0       | 0       | 16                  |
| 1:45 PM                 | 0                      | 0       | 0       | 0       | 1                      | 0         | 3         | 0       | 0         | 1        | 4        | 0       | 1         | 3        | 0       | 0       | 13                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0                | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>14               | ST<br>0   | SR<br>20  | SU<br>0 | EL<br>0   | ET<br>16 | ER<br>38 | EU<br>0 | WL<br>6   | WT<br>36 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>130 |
| <b>APPROACH %'s :</b>   |                        |         |         |         | 41.18%                 | 0.00%     | 58.82%    | 0.00%   | 0.00%     | 29.63%   | 70.37%   | 0.00%   | 14.29%    | 85.71%   | 0.00%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM    |         |         |         |                        |           |           |         |           |          |          |         |           |          |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                      | 0       | 0       | 0       | 7                      | 0         | 6         | 0       | 0         | 9        | 11       | 0       | 4         | 9        | 0       | 0       | 46                  |
| <b>PEAK HR FACTOR :</b> | 0.000                  | 0.000   | 0.000   | 0.000   | 0.875                  | 0.000     | 0.500     | 0.000   | 0.000     | 0.375    | 0.688    | 0.000   | 0.500     | 0.750    | 0.000   | 0.000   | 0.639               |
|                         |                        |         |         |         | 0.650                  |           |           |         |           | 0.556    |          |         |           | 0.813    |         |         |                     |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 126 SB On/Off Ramp & Rte 94

**City:** Chester

**Control:** Signalized

**Project ID:** 22-380005-008

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:                               |  | Rte 126 SB On/Off Ramp |         |         |         | Rte 126 SB On/Off Ramp |           |           |         | Rte 94    |         |         |         | Rte 94    |         |         |         |            |
|----------------------------------------------|--|------------------------|---------|---------|---------|------------------------|-----------|-----------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|------------|
| NOON                                         |  | NORTHBOUND             |         |         |         | SOUTHBOUND             |           |           |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         |            |
|                                              |  | 0<br>NL                | 0<br>NT | 0<br>NR | 0<br>NU | 1<br>SL                | 0.5<br>ST | 0.5<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 1<br>ER | 0<br>EU | 1<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU | TOTAL      |
| 11:00 AM<br>11:15 AM<br>11:30 AM<br>11:45 AM |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| 12:00 PM<br>12:15 PM<br>12:30 PM<br>12:45 PM |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| 1:00 PM<br>1:15 PM<br>1:30 PM<br>1:45 PM     |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
|                                              |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s :            |  | NL<br>0                | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0                | ST<br>0   | SR<br>0   | SU<br>0 | EL<br>0   | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>0 |
| PEAK HR :                                    |  | 11:45 AM - 12:45 PM    |         |         |         |                        |           |           |         |           |         |         |         |           |         |         |         | TOTAL      |
| PEAK HR VOL :                                |  | 0                      | 0       | 0       | 0       | 0                      | 0         | 0         | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| PEAK HR FACTOR :                             |  | 0.000                  | 0.000   | 0.000   | 0.000   | 0.000                  | 0.000     | 0.000     | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   |         |            |

# National Data & Surveying Services Intersection Turning

**Location:** Rte 126 SB On/Off Ramp & Rte 94  
**City:** Chester

## Movement Count

**Project ID:** 22-380005-008  
**Date:** 3/26/2022

### Data - Pedestrians (Crosswalks)

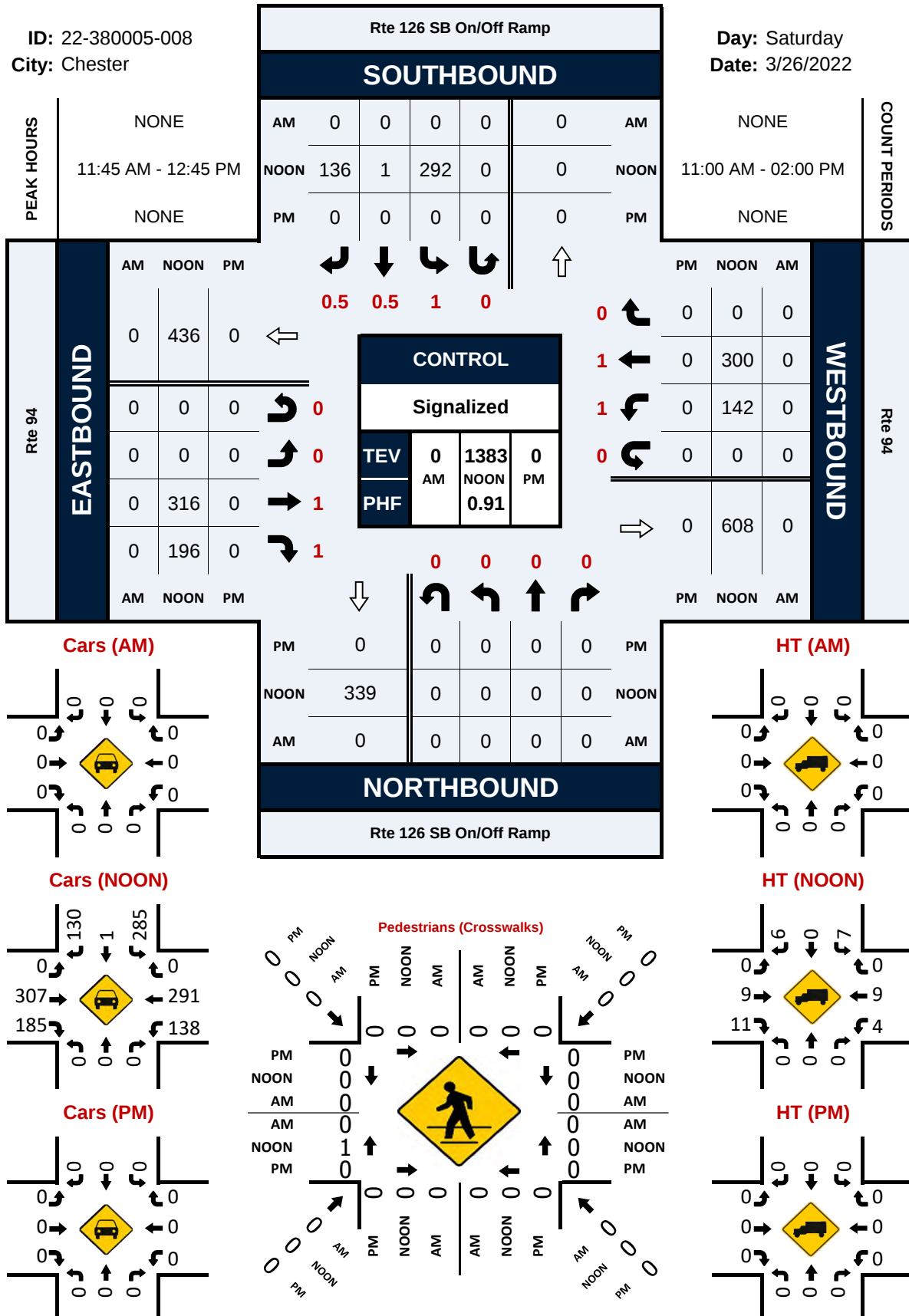
| NS/EW Streets:          | Rte 126 SB On/Off Ramp |         | Rte 126 SB On/Off Ramp |         | Rte 94   |         | Rte 94   |         |                   |
|-------------------------|------------------------|---------|------------------------|---------|----------|---------|----------|---------|-------------------|
| NOON                    | NORTH LEG              |         | SOUTH LEG              |         | EAST LEG |         | WEST LEG |         | TOTAL             |
|                         | EB                     | WB      | EB                     | WB      | NB       | SB      | NB       | SB      |                   |
| 11:00 AM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 11:15 AM                | 1                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 1                 |
| 11:30 AM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 11:45 AM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 12:00 PM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 12:15 PM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 1        | 0       | 1                 |
| 12:30 PM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 12:45 PM                | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 1:00 PM                 | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 1:15 PM                 | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| 1:30 PM                 | 0                      | 0       | 1                      | 1       | 0        | 0       | 0        | 0       | 2                 |
| 1:45 PM                 | 0                      | 0       | 0                      | 0       | 0        | 0       | 0        | 0       | 0                 |
| <b>TOTAL VOLUMES :</b>  | EB<br>1                | WB<br>0 | EB<br>1                | WB<br>1 | NB<br>0  | SB<br>0 | NB<br>1  | SB<br>0 | <b>TOTAL</b><br>4 |
| <b>APPROACH %'s :</b>   | 100.00%                | 0.00%   | 50.00%                 | 50.00%  |          |         | 100.00%  | 0.00%   |                   |
| <b>PEAK HR :</b>        | 12:00 AM - 01:00 AM    |         |                        |         |          |         |          |         | <b>TOTAL</b>      |
| <b>PEAK HR VOL :</b>    | 0                      | 0       | 0                      | 0       | 0        | 0       | 1        | 0       | 1                 |
| <b>PEAK HR FACTOR :</b> |                        |         |                        |         |          |         | 0.250    | 0.250   | 0.250             |

## Rte 126 SB On/Off Ramp &amp; Rte 94

## Peak Hour Turning Movement Count

ID: 22-380005-008  
City: Chester

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Museum Village Rd   |          |          |         | Museum Village Rd |          |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |                      |
|-------------------------|---------------------|----------|----------|---------|-------------------|----------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|----------------------|
| NOON                    | NORTHBOUND          |          |          |         | SOUTHBOUND        |          |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL           | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |                      |
| 11:00 AM                | 0                   | 9        | 8        | 0       | 19                | 8        | 7        | 0       | 4           | 23        | 1       | 0       | 4           | 44        | 7        | 0       | 134                  |
| 11:15 AM                | 0                   | 5        | 1        | 0       | 15                | 2        | 10       | 0       | 5           | 34        | 0       | 0       | 2           | 41        | 9        | 0       | 124                  |
| 11:30 AM                | 0                   | 3        | 1        | 0       | 17                | 3        | 6        | 0       | 9           | 32        | 0       | 0       | 1           | 47        | 7        | 0       | 126                  |
| 11:45 AM                | 0                   | 7        | 0        | 0       | 27                | 6        | 9        | 0       | 6           | 32        | 0       | 0       | 0           | 52        | 5        | 0       | 144                  |
| 12:00 PM                | 0                   | 9        | 1        | 0       | 18                | 1        | 5        | 0       | 4           | 34        | 0       | 0       | 3           | 35        | 12       | 0       | 122                  |
| 12:15 PM                | 0                   | 2        | 1        | 0       | 21                | 8        | 6        | 0       | 4           | 32        | 1       | 0       | 1           | 54        | 10       | 0       | 140                  |
| 12:30 PM                | 0                   | 4        | 2        | 0       | 23                | 4        | 5        | 0       | 3           | 27        | 0       | 0       | 2           | 37        | 8        | 0       | 115                  |
| 12:45 PM                | 0                   | 1        | 3        | 0       | 13                | 10       | 4        | 0       | 5           | 34        | 0       | 0       | 3           | 46        | 6        | 0       | 125                  |
| 1:00 PM                 | 0                   | 2        | 3        | 0       | 9                 | 6        | 13       | 0       | 2           | 30        | 0       | 0       | 2           | 37        | 10       | 0       | 114                  |
| 1:15 PM                 | 0                   | 5        | 3        | 0       | 9                 | 6        | 7        | 0       | 5           | 27        | 2       | 0       | 3           | 43        | 3        | 0       | 113                  |
| 1:30 PM                 | 0                   | 2        | 2        | 0       | 19                | 7        | 6        | 0       | 3           | 27        | 0       | 0       | 0           | 55        | 13       | 0       | 134                  |
| 1:45 PM                 | 0                   | 4        | 1        | 0       | 12                | 9        | 9        | 0       | 4           | 30        | 0       | 0       | 2           | 44        | 8        | 0       | 123                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>53 | NR<br>26 | NU<br>0 | SL<br>202         | ST<br>70 | SR<br>87 | SU<br>0 | EL<br>54    | ET<br>362 | ER<br>4 | EU<br>0 | WL<br>23    | WT<br>535 | WR<br>98 | WU<br>0 | <b>TOTAL</b><br>1514 |
| <b>APPROACH %'s :</b>   | 0.00%               | 67.09%   | 32.91%   | 0.00%   | 56.27%            | 19.50%   | 24.23%   | 0.00%   | 12.86%      | 86.19%    | 0.95%   | 0.00%   | 3.51%       | 81.55%    | 14.94%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |          |          |         |                   |          |          |         |             |           |         |         |             |           |          |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 21       | 3        | 0       | 83                | 18       | 26       | 0       | 23          | 130       | 1       | 0       | 5           | 188       | 34       | 0       | 532                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.583    | 0.750    | 0.000   | 0.769             | 0.563    | 0.722    | 0.000   | 0.639       | 0.956     | 0.250   | 0.000   | 0.417       | 0.870     | 0.708    | 0.000   | 0.924                |
|                         | 0.600               |          |          |         | 0.756             |          |          |         | 0.939       |           |         |         | 0.873       |           |          |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Museum Village Rd   |          |          |         | Museum Village Rd |          |          |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |          |         |               |
|-------------------------|---------------------|----------|----------|---------|-------------------|----------|----------|---------|-------------|-----------|---------|---------|-------------|-----------|----------|---------|---------------|
| NOON                    | NORTHBOUND          |          |          |         | SOUTHBOUND        |          |          |         | EASTBOUND   |           |         |         | WESTBOUND   |           |          |         | TOTAL         |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR  | 0<br>NU | 0<br>SL           | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |               |
| 11:00 AM                | 0                   | 9        | 8        | 0       | 19                | 8        | 7        | 0       | 4           | 21        | 1       | 0       | 4           | 42        | 7        | 0       | 130           |
| 11:15 AM                | 0                   | 5        | 1        | 0       | 15                | 2        | 10       | 0       | 5           | 33        | 0       | 0       | 2           | 41        | 9        | 0       | 123           |
| 11:30 AM                | 0                   | 3        | 1        | 0       | 17                | 3        | 6        | 0       | 9           | 32        | 0       | 0       | 1           | 47        | 7        | 0       | 126           |
| 11:45 AM                | 0                   | 7        | 0        | 0       | 26                | 6        | 9        | 0       | 6           | 30        | 0       | 0       | 0           | 52        | 5        | 0       | 141           |
| 12:00 PM                | 0                   | 9        | 1        | 0       | 18                | 1        | 4        | 0       | 4           | 34        | 0       | 0       | 3           | 33        | 12       | 0       | 119           |
| 12:15 PM                | 0                   | 2        | 1        | 0       | 21                | 8        | 6        | 0       | 4           | 32        | 1       | 0       | 1           | 54        | 10       | 0       | 140           |
| 12:30 PM                | 0                   | 4        | 1        | 0       | 23                | 4        | 5        | 0       | 3           | 27        | 0       | 0       | 1           | 36        | 8        | 0       | 112           |
| 12:45 PM                | 0                   | 1        | 3        | 0       | 13                | 10       | 4        | 0       | 5           | 34        | 0       | 0       | 3           | 45        | 6        | 0       | 124           |
| 1:00 PM                 | 0                   | 2        | 2        | 0       | 9                 | 6        | 12       | 0       | 2           | 29        | 0       | 0       | 2           | 36        | 10       | 0       | 110           |
| 1:15 PM                 | 0                   | 5        | 3        | 0       | 9                 | 6        | 6        | 0       | 5           | 26        | 1       | 0       | 3           | 42        | 3        | 0       | 109           |
| 1:30 PM                 | 0                   | 2        | 2        | 0       | 19                | 6        | 6        | 0       | 3           | 27        | 0       | 0       | 0           | 55        | 13       | 0       | 133           |
| 1:45 PM                 | 0                   | 4        | 1        | 0       | 12                | 9        | 9        | 0       | 4           | 30        | 0       | 0       | 2           | 44        | 8        | 0       | 123           |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>53 | NR<br>24 | NU<br>0 | SL<br>201         | ST<br>69 | SR<br>84 | SU<br>0 | EL<br>54    | ET<br>355 | ER<br>3 | EU<br>0 | WL<br>22    | WT<br>527 | WR<br>98 | WU<br>0 | TOTAL<br>1490 |
| <b>APPROACH %'s :</b>   | 0.00%               | 68.83%   | 31.17%   | 0.00%   | 56.78%            | 19.49%   | 23.73%   | 0.00%   | 13.11%      | 86.17%    | 0.73%   | 0.00%   | 3.40%       | 81.45%    | 15.15%   | 0.00%   |               |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |          |          |         |                   |          |          |         |             |           |         |         |             |           |          |         | TOTAL         |
| <b>PEAK HR VOL :</b>    | 0                   | 21       | 3        | 0       | 82                | 18       | 25       | 0       | 23          | 128       | 1       | 0       | 5           | 186       | 34       | 0       | 526           |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.583    | 0.750    | 0.000   | 0.788             | 0.563    | 0.694    | 0.000   | 0.639       | 0.941     | 0.250   | 0.000   | 0.417       | 0.861     | 0.708    | 0.000   | 0.933         |
|                         | 0.600               |          |          |         | 0.762             |          |          |         | 0.927       |           |         |         | 0.865       |           |          |         |               |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Museum Village Rd   |         |         |         | Museum Village Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |             |
|-------------------------|---------------------|---------|---------|---------|-------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND        |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL       |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL           | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |             |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 2       | 0       | 0       | 4           |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 1                 | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 0           | 0       | 0       | 0       | 3           |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 1       | 0       | 0           | 0       | 0       | 0       | 0           | 2       | 0       | 0       | 3           |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| 12:30 PM                | 0                   | 0       | 1       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1           | 1       | 0       | 0       | 3           |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1           |
| 1:00 PM                 | 0                   | 0       | 1       | 0       | 0                 | 0       | 1       | 0       | 0           | 1       | 0       | 0       | 0           | 1       | 0       | 0       | 4           |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 1       | 0       | 0           | 1       | 1       | 0       | 0           | 1       | 0       | 0       | 4           |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0                 | 1       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1           |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>2 | NU<br>0 | SL<br>1           | ST<br>1 | SR<br>3 | SU<br>0 | EL<br>0     | ET<br>7 | ER<br>1 | EU<br>0 | WL<br>1     | WT<br>8 | WR<br>0 | WU<br>0 | TOTAL<br>24 |
| <b>APPROACH %'s :</b>   | 0.00%               | 0.00%   | 100.00% | 0.00%   | 20.00%            | 20.00%  | 60.00%  | 0.00%   | 0.00%       | 87.50%  | 12.50%  | 0.00%   | 11.11%      | 88.89%  | 0.00%   | 0.00%   |             |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                   |         |         |         |             |         |         |         |             |         |         |         | TOTAL       |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 1                 | 0       | 1       | 0       | 0           | 2       | 0       | 0       | 0           | 2       | 0       | 0       | 6           |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.250             | 0.000   | 0.250   | 0.000   | 0.000       | 0.250   | 0.000   | 0.000   | 0.000       | 0.250   | 0.000   | 0.000   | 0.500       |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

**Control:** 2-Way Stop(NB/SB)

**Project ID:** 22-380005-009

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:          | Museum Village Rd   |         |         |         | Museum Village Rd |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |            |
|-------------------------|---------------------|---------|---------|---------|-------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND        |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL      |
|                         | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL           | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 1       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1          |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                 | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0           | ST<br>0 | SR<br>1 | SU<br>0 | EL<br>0     | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 0.00%             | 0.00%   | 100.00% | 0.00%   |             |         |         |         |             |         |         |         |            |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                   |         |         |         |             |         |         |         |             |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0                 | 0       | 1       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 1          |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000             | 0.000   | 0.250   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.250      |

0.250

# National Data & Surveying ServicesIntersection Turning

**Location:** Museum Village Rd & NYS Rte 17M

**City:** Monroe

# Movement Count

**Project ID:** 22-380005-009

**Date:** 3/26/2022

## Data - Pedestrians (Crosswalks)

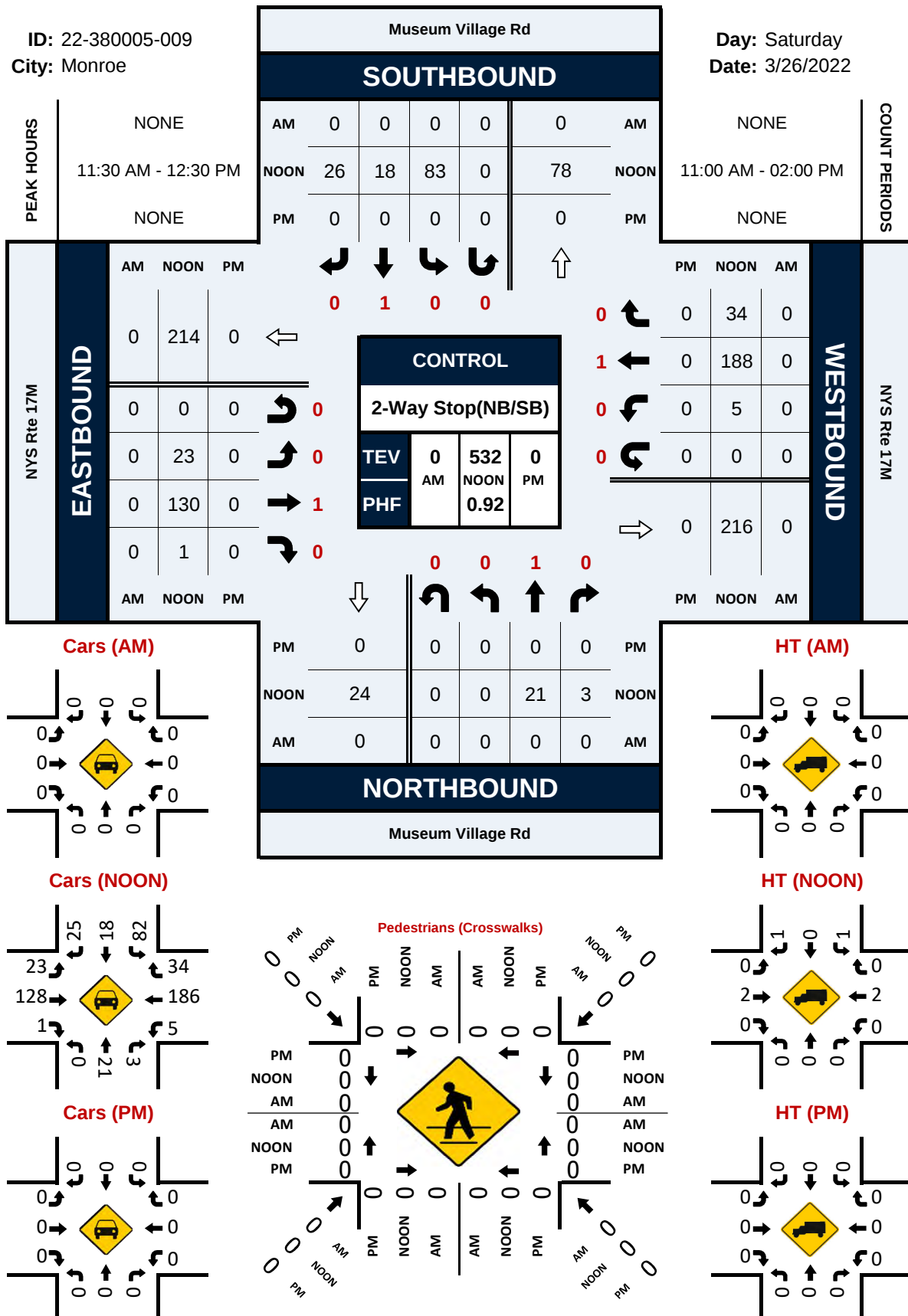
[illegible]

# Museum Village Rd & NYS Rte 17M

## Peak Hour Turning Movement Count

ID: 22-380005-009  
City: Monroe

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Rte 208             |            |         |         | Rte 208    |            |           |         | Museum Village Rd S |         |          |         | Museum Village Rd S |         |         |         |                      |
|-------------------------|---------------------|------------|---------|---------|------------|------------|-----------|---------|---------------------|---------|----------|---------|---------------------|---------|---------|---------|----------------------|
| NOON                    | NORTHBOUND          |            |         |         | SOUTHBOUND |            |           |         | EASTBOUND           |         |          |         | WESTBOUND           |         |         |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT    | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST    | 0<br>SR   | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 2                   | 77         | 0       | 0       | 0          | 142        | 9         | 0       | 12                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 242                  |
| 11:15 AM                | 0                   | 78         | 0       | 0       | 0          | 111        | 10        | 0       | 15                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 216                  |
| 11:30 AM                | 0                   | 102        | 0       | 0       | 0          | 122        | 10        | 0       | 20                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 254                  |
| 11:45 AM                | 0                   | 83         | 0       | 0       | 0          | 139        | 9         | 0       | 16                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 248                  |
| 12:00 PM                | 2                   | 98         | 0       | 0       | 0          | 123        | 9         | 0       | 15                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 249                  |
| 12:15 PM                | 3                   | 87         | 0       | 0       | 0          | 135        | 12        | 0       | 16                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 255                  |
| 12:30 PM                | 0                   | 95         | 0       | 0       | 0          | 126        | 10        | 0       | 32                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 263                  |
| 12:45 PM                | 1                   | 122        | 0       | 0       | 0          | 102        | 3         | 0       | 11                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 240                  |
| 1:00 PM                 | 2                   | 107        | 0       | 0       | 0          | 99         | 8         | 0       | 19                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 235                  |
| 1:15 PM                 | 1                   | 118        | 0       | 0       | 0          | 121        | 6         | 0       | 9                   | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 256                  |
| 1:30 PM                 | 1                   | 105        | 0       | 0       | 0          | 101        | 12        | 0       | 10                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 230                  |
| 1:45 PM                 | 3                   | 119        | 0       | 0       | 0          | 105        | 6         | 0       | 21                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 256                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>15            | NT<br>1191 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>1426 | SR<br>104 | SU<br>0 | EL<br>196           | ET<br>0 | ER<br>12 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2944 |
| <b>APPROACH %'s :</b>   | 1.24%               | 98.76%     | 0.00%   | 0.00%   | 0.00%      | 93.20%     | 6.80%     | 0.00%   | 94.23%              | 0.00%   | 5.77%    | 0.00%   |                     |         |         |         |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |            |         |         |            |            |           |         |                     |         |          |         |                     |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 5                   | 363        | 0       | 0       | 0          | 523        | 40        | 0       | 79                  | 0       | 5        | 0       | 0                   | 0       | 0       | 0       | 1015                 |
| <b>PEAK HR FACTOR :</b> | 0.417               | 0.926      | 0.000   | 0.000   | 0.000      | 0.941      | 0.833     | 0.000   | 0.617               | 0.000   | 0.625    | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.965                |
|                         | 0.920               |            |         |         | 0.951      |            |           |         | 0.656               |         |          |         |                     |         |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Rte 208             |            |         |         | Rte 208    |            |           |         | Museum Village Rd S |         |          |         | Museum Village Rd S |         |         |         |                      |
|-------------------------|---------------------|------------|---------|---------|------------|------------|-----------|---------|---------------------|---------|----------|---------|---------------------|---------|---------|---------|----------------------|
| NOON                    | NORTHBOUND          |            |         |         | SOUTHBOUND |            |           |         | EASTBOUND           |         |          |         | WESTBOUND           |         |         |         | TOTAL                |
|                         | 0<br>NL             | 1<br>NT    | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST    | 0<br>SR   | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 2                   | 74         | 0       | 0       | 0          | 138        | 9         | 0       | 12                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 235                  |
| 11:15 AM                | 0                   | 76         | 0       | 0       | 0          | 109        | 10        | 0       | 14                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 211                  |
| 11:30 AM                | 0                   | 100        | 0       | 0       | 0          | 121        | 10        | 0       | 20                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 251                  |
| 11:45 AM                | 0                   | 83         | 0       | 0       | 0          | 138        | 8         | 0       | 16                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 246                  |
| 12:00 PM                | 2                   | 97         | 0       | 0       | 0          | 121        | 9         | 0       | 14                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 245                  |
| 12:15 PM                | 3                   | 86         | 0       | 0       | 0          | 134        | 12        | 0       | 16                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 253                  |
| 12:30 PM                | 0                   | 93         | 0       | 0       | 0          | 125        | 10        | 0       | 31                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 259                  |
| 12:45 PM                | 1                   | 120        | 0       | 0       | 0          | 101        | 3         | 0       | 11                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 237                  |
| 1:00 PM                 | 2                   | 106        | 0       | 0       | 0          | 98         | 7         | 0       | 18                  | 0       | 0        | 0       | 0                   | 0       | 0       | 0       | 231                  |
| 1:15 PM                 | 1                   | 117        | 0       | 0       | 0          | 120        | 6         | 0       | 9                   | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 254                  |
| 1:30 PM                 | 1                   | 103        | 0       | 0       | 0          | 101        | 11        | 0       | 10                  | 0       | 1        | 0       | 0                   | 0       | 0       | 0       | 227                  |
| 1:45 PM                 | 3                   | 119        | 0       | 0       | 0          | 104        | 6         | 0       | 21                  | 0       | 2        | 0       | 0                   | 0       | 0       | 0       | 255                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>15            | NT<br>1174 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>1410 | SR<br>101 | SU<br>0 | EL<br>192           | ET<br>0 | ER<br>12 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>2904 |
| <b>APPROACH %'s :</b>   | 1.26%               | 98.74%     | 0.00%   | 0.00%   | 0.00%      | 93.32%     | 6.68%     | 0.00%   | 94.12%              | 0.00%   | 5.88%    | 0.00%   |                     |         |         |         |                      |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |            |         |         |            |            |           |         |                     |         |          |         |                     |         |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 5                   | 359        | 0       | 0       | 0          | 518        | 39        | 0       | 77                  | 0       | 5        | 0       | 0                   | 0       | 0       | 0       | 1003                 |
| <b>PEAK HR FACTOR :</b> | 0.417               | 0.925      | 0.000   | 0.000   | 0.000      | 0.938      | 0.813     | 0.000   | 0.621               | 0.000   | 0.625    | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.968                |
|                         | 0.919               |            |         |         | 0.954      |            |           |         | 0.661               |         |          |         |                     |         |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Rte 208             |          |         |         | Rte 208    |          |         |         | Museum Village Rd S |         |         |         | Museum Village Rd S |         |         |         |                    |
|-------------------------|---------------------|----------|---------|---------|------------|----------|---------|---------|---------------------|---------|---------|---------|---------------------|---------|---------|---------|--------------------|
| NOON                    | NORTHBOUND          |          |         |         | SOUTHBOUND |          |         |         | EASTBOUND           |         |         |         | WESTBOUND           |         |         |         | TOTAL              |
|                         | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU |                    |
| 11:00 AM                | 0                   | 3        | 0       | 0       | 0          | 4        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 7                  |
| 11:15 AM                | 0                   | 2        | 0       | 0       | 0          | 2        | 0       | 0       | 1                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 5                  |
| 11:30 AM                | 0                   | 2        | 0       | 0       | 0          | 1        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 3                  |
| 11:45 AM                | 0                   | 0        | 0       | 0       | 0          | 1        | 1       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 2                  |
| 12:00 PM                | 0                   | 1        | 0       | 0       | 0          | 2        | 0       | 0       | 1                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 4                  |
| 12:15 PM                | 0                   | 1        | 0       | 0       | 0          | 1        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 2                  |
| 12:30 PM                | 0                   | 2        | 0       | 0       | 0          | 1        | 0       | 0       | 1                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 4                  |
| 12:45 PM                | 0                   | 2        | 0       | 0       | 0          | 1        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 3                  |
| 1:00 PM                 | 0                   | 1        | 0       | 0       | 0          | 1        | 1       | 0       | 1                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 4                  |
| 1:15 PM                 | 0                   | 1        | 0       | 0       | 0          | 1        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 2                  |
| 1:30 PM                 | 0                   | 2        | 0       | 0       | 0          | 0        | 1       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 3                  |
| 1:45 PM                 | 0                   | 0        | 0       | 0       | 0          | 1        | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 1                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>17 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>16 | SR<br>3 | SU<br>0 | EL<br>4             | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | <b>TOTAL</b><br>40 |
| <b>APPROACH %'s :</b>   | 0.00%               | 100.00%  | 0.00%   | 0.00%   | 0.00%      | 84.21%   | 15.79%  | 0.00%   | 100.00%             | 0.00%   | 0.00%   | 0.00%   |                     |         |         |         |                    |
| <b>PEAK HR :</b>        | 11:45 AM - 12:45 PM |          |         |         |            |          |         |         |                     |         |         |         |                     |         |         |         | <b>TOTAL</b>       |
| <b>PEAK HR VOL :</b>    | 0                   | 4        | 0       | 0       | 0          | 5        | 1       | 0       | 2                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 12                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.500    | 0.000   | 0.000   | 0.000      | 0.625    | 0.250   | 0.000   | 0.500               | 0.000   | 0.000   | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.750              |
|                         | 0.500               |          |         |         | 0.750      |          |         |         | 0.500               |         |         |         |                     |         |         |         |                    |

## National Data & Surveying ServicesIntersection Turning Movement Count

**Location:** Rte 208 & Museum Village Rd S

**City:** Monroe

**Control:** 1-Way Stop(EB)

**Project ID:** 22-380005-010

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:                               |           | Rte 208             |         |         |         | Rte 208    |         |         |         | Museum Village Rd S |         |         |         | Museum Village Rd S |         |         |         |            |
|----------------------------------------------|-----------|---------------------|---------|---------|---------|------------|---------|---------|---------|---------------------|---------|---------|---------|---------------------|---------|---------|---------|------------|
| NOON                                         |           | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND           |         |         |         | WESTBOUND           |         |         |         |            |
|                                              |           | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL             | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL             | 0<br>WT | 0<br>WR | 0<br>WU | TOTAL      |
| 11:00 AM<br>11:15 AM<br>11:30 AM<br>11:45 AM |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
| 12:00 PM<br>12:15 PM<br>12:30 PM<br>12:45 PM |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
| 1:00 PM<br>1:15 PM<br>1:30 PM<br>1:45 PM     |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
|                                              |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s :            |           | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0             | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0             | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>0 |
|                                              | PEAK HR : | 11:45 AM - 12:45 PM |         |         |         |            |         |         |         |                     |         |         |         |                     |         |         |         | TOTAL      |
| PEAK HR VOL :                                |           | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0                   | 0       | 0       | 0       | 0          |
| PEAK HR FACTOR :                             |           | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000               | 0.000   | 0.000   | 0.000   | 0.000               | 0.000   | 0.000   |         |            |

# National Data & Surveying Services Intersection Turning

**Location:** Rte 208 & Museum Village Rd S  
**City:** Monroe

## Movement Count

**Project ID:** 22-380005-010  
**Date:** 3/26/2022

### Data - Pedestrians (Crosswalks)

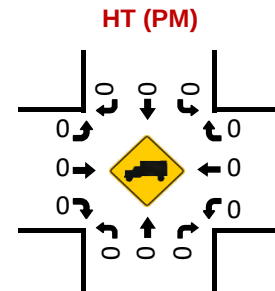
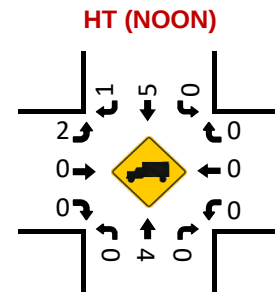
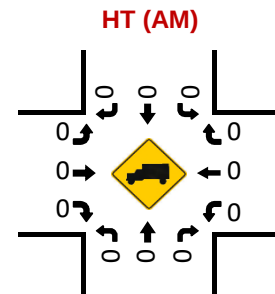
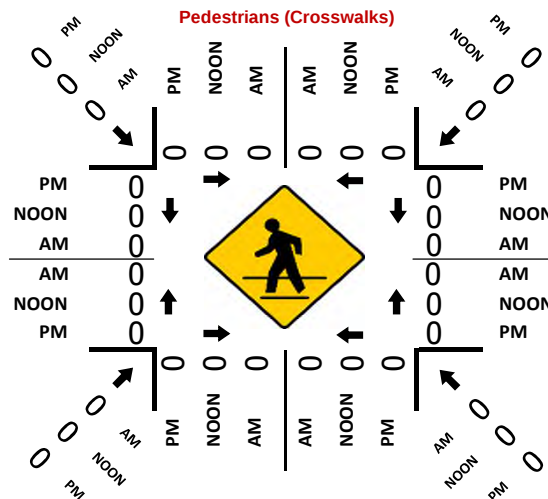
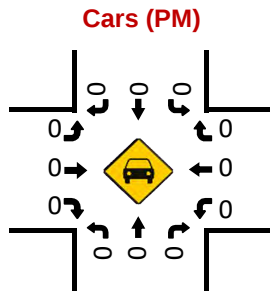
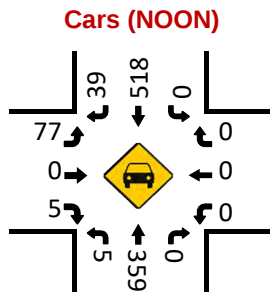
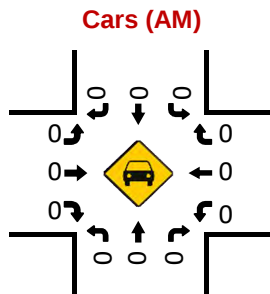
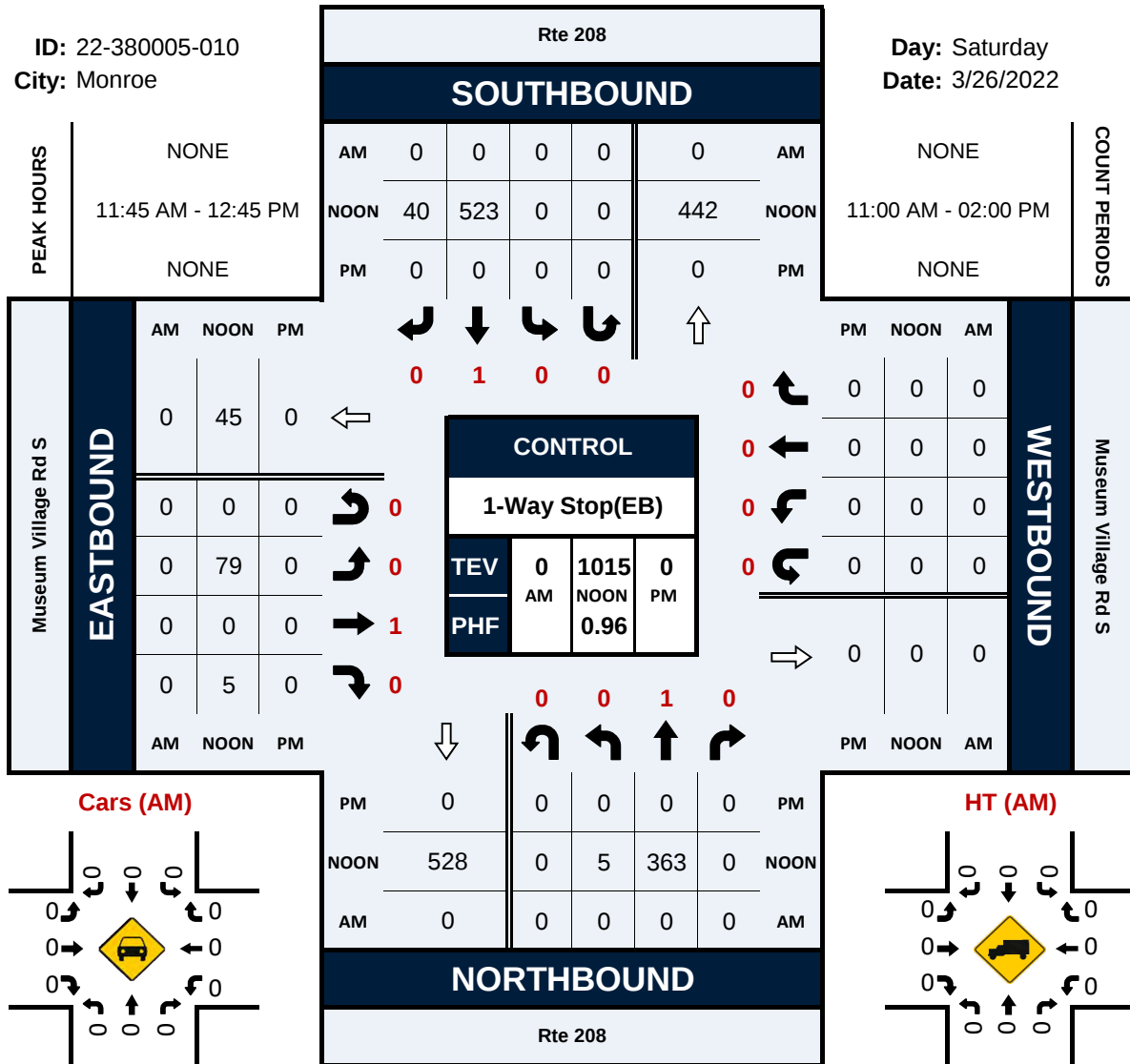
| NS/EW Streets:          | Rte 208             |    | Rte 208   |    | Museum Village Rd S |    | Museum Village Rd S |    |
|-------------------------|---------------------|----|-----------|----|---------------------|----|---------------------|----|
| NOON                    | NORTH LEG           |    | SOUTH LEG |    | EAST LEG            |    | WEST LEG            |    |
|                         | EB                  | WB | EB        | WB | NB                  | SB | NB                  | SB |
| 11:00 AM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 11:15 AM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 11:30 AM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 11:45 AM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 12:00 PM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 12:15 PM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 12:30 PM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 12:45 PM                | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 1:00 PM                 | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 1:15 PM                 | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 1:30 PM                 | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| 1:45 PM                 | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>TOTAL VOLUMES :</b>  | EB                  | WB | EB        | WB | NB                  | SB | NB                  | SB |
| <b>APPROACH %'s :</b>   | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>PEAK HR :</b>        | 12:00 AM - 01:00 AM |    |           |    |                     |    |                     |    |
| <b>PEAK HR VOL :</b>    | 0                   | 0  | 0         | 0  | 0                   | 0  | 0                   | 0  |
| <b>PEAK HR FACTOR :</b> |                     |    |           |    |                     |    |                     |    |

# Rte 208 & Museum Village Rd S

## Peak Hour Turning Movement Count

ID: 22-380005-010  
City: Monroe

Day: Saturday  
Date: 3/26/2022



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-011

**Date:** 3/26/2022

## Data - Total

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |         |         |                      |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|-----------|---------|---------|-------------|-----------|---------|---------|----------------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |           |         |         | WESTBOUND   |           |         |         | TOTAL                |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                      |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 1           | 32        | 0       | 0       | 0           | 50        | 0       | 0       | 83                   |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 2           | 30        | 0       | 0       | 0           | 59        | 0       | 0       | 91                   |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 58        | 0       | 0       | 91                   |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 1                  | 0       | 1       | 0       | 2           | 27        | 0       | 0       | 0           | 59        | 1       | 0       | 91                   |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 37        | 0       | 0       | 0           | 50        | 0       | 0       | 88                   |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 36        | 0       | 0       | 0           | 60        | 3       | 0       | 100                  |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 31        | 0       | 0       | 0           | 38        | 0       | 0       | 70                   |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 46        | 0       | 0       | 78                   |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 4                  | 0       | 0       | 0       | 0           | 33        | 0       | 0       | 0           | 44        | 0       | 0       | 81                   |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 42        | 0       | 0       | 74                   |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 54        | 0       | 0       | 87                   |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 24        | 0       | 0       | 0           | 60        | 0       | 0       | 84                   |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>7            | ST<br>0 | SR<br>4 | SU<br>0 | EL<br>5     | ET<br>378 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>620 | WR<br>4 | WU<br>0 | <b>TOTAL</b><br>1018 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 63.64%             | 0.00%   | 36.36%  | 0.00%   | 1.31%       | 98.69%    | 0.00%   | 0.00%   | 0.00%       | 99.36%    | 0.64%   | 0.00%   |                      |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                    |         |         |         |             |           |         |         |             |           |         |         | <b>TOTAL</b>         |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 2                  | 0       | 3       | 0       | 2           | 132       | 0       | 0       | 0           | 227       | 4       | 0       | 370                  |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.500              | 0.000   | 0.750   | 0.000   | 0.250       | 0.892     | 0.000   | 0.000   | 0.000       | 0.946     | 0.333   | 0.000   | 0.925                |
|                         |                     |         |         |         | 0.625              |         |         |         |             | 0.905     |         |         |             | 0.917     |         |         |                      |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-011

**Date:** 3/26/2022

## Data - Cars

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |           |         |         | NYS Rte 17M |           |         |         |                     |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|-----------|---------|---------|-------------|-----------|---------|---------|---------------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |           |         |         | WESTBOUND   |           |         |         | TOTAL               |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR | 0<br>WU |                     |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 1           | 29        | 0       | 0       | 0           | 48        | 0       | 0       | 78                  |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 2           | 30        | 0       | 0       | 0           | 58        | 0       | 0       | 90                  |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 57        | 0       | 0       | 90                  |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 1                  | 0       | 1       | 0       | 2           | 25        | 0       | 0       | 0           | 58        | 1       | 0       | 88                  |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 37        | 0       | 0       | 0           | 46        | 0       | 0       | 84                  |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 35        | 0       | 0       | 0           | 60        | 3       | 0       | 99                  |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 1       | 0       | 0           | 31        | 0       | 0       | 0           | 38        | 0       | 0       | 70                  |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 45        | 0       | 0       | 77                  |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 4                  | 0       | 0       | 0       | 0           | 30        | 0       | 0       | 0           | 42        | 0       | 0       | 76                  |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 31        | 0       | 0       | 0           | 41        | 0       | 0       | 72                  |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 1                  | 0       | 0       | 0       | 0           | 32        | 0       | 0       | 0           | 52        | 0       | 0       | 85                  |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 24        | 0       | 0       | 0           | 60        | 0       | 0       | 84                  |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>7            | ST<br>0 | SR<br>4 | SU<br>0 | EL<br>5     | ET<br>368 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>605 | WR<br>4 | WU<br>0 | <b>TOTAL</b><br>993 |
| <b>APPROACH %'s :</b>   |                     |         |         |         | 63.64%             | 0.00%   | 36.36%  | 0.00%   | 1.34%       | 98.66%    | 0.00%   | 0.00%   | 0.00%       | 99.34%    | 0.66%   | 0.00%   |                     |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                    |         |         |         |             |           |         |         |             |           |         |         | <b>TOTAL</b>        |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 2                  | 0       | 3       | 0       | 2           | 129       | 0       | 0       | 0           | 221       | 4       | 0       | 361                 |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.500              | 0.000   | 0.750   | 0.000   | 0.250       | 0.872     | 0.000   | 0.000   | 0.000       | 0.921     | 0.333   | 0.000   | 0.912               |
|                         |                     |         |         |         | 0.625              |         |         |         |             | 0.885     |         |         |             | 0.893     |         |         |                     |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-011

**Date:** 3/26/2022

## Data - HT

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |          |         |         | NYS Rte 17M |          |         |         |             |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|----------|---------|---------|-------------|----------|---------|---------|-------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |          |         |         | WESTBOUND   |          |         |         | TOTAL       |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET  | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT  | 0<br>WR | 0<br>WU |             |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3        | 0       | 0       | 0           | 2        | 0       | 0       | 5           |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 1        | 0       | 0       | 1           |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 1        | 0       | 0       | 1           |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 2        | 0       | 0       | 0           | 1        | 0       | 0       | 3           |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 4        | 0       | 0       | 4           |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 1        | 0       | 0       | 0           | 0        | 0       | 0       | 1           |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 0        | 0       | 0       | 0           |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 1        | 0       | 0       | 1           |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3        | 0       | 0       | 0           | 2        | 0       | 0       | 5           |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 1        | 0       | 0       | 0           | 1        | 0       | 0       | 2           |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 2        | 0       | 0       | 2           |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0        | 0       | 0       | 0           | 0        | 0       | 0       | 0           |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0            | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0     | ET<br>10 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>15 | WR<br>0 | WU<br>0 | TOTAL<br>25 |
| <b>APPROACH %'s :</b>   |                     |         |         |         |                    |         |         |         | 0.00%       | 100.00%  | 0.00%   | 0.00%   | 0.00%       | 100.00%  | 0.00%   | 0.00%   |             |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                    |         |         |         |             |          |         |         |             |          |         |         | TOTAL       |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 3        | 0       | 0       | 0           | 6        | 0       | 0       | 9           |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000              | 0.000   | 0.000   | 0.000   | 0.000       | 0.375    | 0.000   | 0.000   | 0.000       | 0.375    | 0.000   | 0.000   | 0.563       |
|                         |                     |         |         |         |                    |         |         |         |             | 0.375    |         |         |             | 0.375    |         |         |             |

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Goose Pond Parking & NYS Rte 17M

**City:** Chester

**Control:** No Control

**Project ID:** 22-380005-011

**Date:** 3/26/2022

## Data - Bikes

| NS/EW Streets:          | Goose Pond Parking  |         |         |         | Goose Pond Parking |         |         |         | NYS Rte 17M |         |         |         | NYS Rte 17M |         |         |         |            |
|-------------------------|---------------------|---------|---------|---------|--------------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| NOON                    | NORTHBOUND          |         |         |         | SOUTHBOUND         |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL      |
|                         | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL            | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |            |
| 11:00 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:15 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:30 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 11:45 AM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:00 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| 12:15 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:30 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 12:45 PM                | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:00 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:15 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:30 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| 1:45 PM                 | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0          |
| <b>TOTAL VOLUMES :</b>  | NL<br>0             | NT<br>0 | NR<br>0 | NU<br>0 | SL<br>0            | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0     | ET<br>0 | ER<br>0 | EU<br>0 | WL<br>0     | WT<br>1 | WR<br>0 | WU<br>0 | TOTAL<br>1 |
| <b>APPROACH %'s :</b>   |                     |         |         |         |                    |         |         |         |             |         |         |         | 0.00%       | 100.00% | 0.00%   | 0.00%   |            |
| <b>PEAK HR :</b>        | 11:30 AM - 12:30 PM |         |         |         |                    |         |         |         |             |         |         |         |             |         |         |         | TOTAL      |
| <b>PEAK HR VOL :</b>    | 0                   | 0       | 0       | 0       | 0                  | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1          |
| <b>PEAK HR FACTOR :</b> | 0.000               | 0.000   | 0.000   | 0.000   | 0.000              | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.000       | 0.250   | 0.000   | 0.000   | 0.250      |

# National Data & Surveying Services Intersection Turning

**Location:** Goose Pond Parking & NYS Rte 17M  
**City:** Chester

## Movement Count

**Project ID:** 22-380005-011  
**Date:** 3/26/2022

### Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | Goose Pond Parking         |         | Goose Pond Parking |         | NYS Rte 17M |         | NYS Rte 17M |          |             |
|-------------------------|----------------------------|---------|--------------------|---------|-------------|---------|-------------|----------|-------------|
| NOON                    | NORTH LEG                  |         | SOUTH LEG          |         | EAST LEG    |         | WEST LEG    |          | TOTAL       |
|                         | EB                         | WB      | EB                 | WB      | NB          | SB      | NB          | SB       |             |
| 11:00 AM                | 0                          | 0       | 0                  | 0       | 0           | 1       | 0           | 2        | 3           |
| 11:15 AM                | 0                          | 0       | 0                  | 0       | 0           | 2       | 0           | 0        | 2           |
| 11:30 AM                | 0                          | 0       | 0                  | 0       | 0           | 0       | 2           | 1        | 3           |
| 11:45 AM                | 0                          | 0       | 0                  | 0       | 0           | 0       | 4           | 2        | 6           |
| 12:00 PM                | 2                          | 0       | 0                  | 0       | 0           | 1       | 2           | 0        | 5           |
| 12:15 PM                | 2                          | 0       | 0                  | 0       | 0           | 0       | 2           | 10       | 14          |
| 12:30 PM                | 0                          | 0       | 0                  | 0       | 0           | 0       | 1           | 0        | 1           |
| 12:45 PM                | 0                          | 0       | 0                  | 0       | 0           | 0       | 0           | 0        | 0           |
| 1:00 PM                 | 0                          | 0       | 0                  | 0       | 0           | 0       | 12          | 0        | 12          |
| 1:15 PM                 | 0                          | 0       | 0                  | 0       | 0           | 0       | 0           | 0        | 0           |
| 1:30 PM                 | 0                          | 0       | 0                  | 0       | 0           | 0       | 0           | 0        | 0           |
| 1:45 PM                 | 1                          | 0       | 0                  | 0       | 0           | 0       | 1           | 0        | 2           |
| <b>TOTAL VOLUMES :</b>  | EB<br>5                    | WB<br>0 | EB<br>0            | WB<br>0 | NB<br>0     | SB<br>4 | NB<br>24    | SB<br>15 | TOTAL<br>48 |
| <b>APPROACH %'s :</b>   | 100.00%                    | 0.00%   |                    |         | 0.00%       | 100.00% | 61.54%      | 38.46%   |             |
| <b>PEAK HR :</b>        | <b>12:00 AM - 01:00 AM</b> |         |                    |         |             |         |             |          | TOTAL       |
| <b>PEAK HR VOL :</b>    | 4                          | 0       | 0                  | 0       | 0           | 1       | 10          | 13       | 28          |
| <b>PEAK HR FACTOR :</b> | 0.500                      |         |                    |         |             | 0.250   | 0.625       | 0.325    | 0.500       |
|                         | 0.500                      |         |                    |         | 0.250       |         | 0.479       |          |             |



## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-140 -- English (ENU)

#### Datasets:

**Site:** [120-269] 400ft from 17M  
**Attribute:** Craigville Rd  
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 2  
**Survey Duration:** 21:54 Tuesday, March 1, 2022 => 7:38 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0738\_Craigville.EC2 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022 (5.83333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** North, East, South, West (bound), P = East, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 5957 / 6073 (98.09%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-140**
**Site:** 120-269.2.3EW

**Description:** 400ft from 17M

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022

**Scheme:** Vehicle classification (Scheme F3)

**Filter:** Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

|                | Mon    | Tue  | Wed   | Thu    | Fri    | Sat   | Sun   | Averages |        |
|----------------|--------|------|-------|--------|--------|-------|-------|----------|--------|
|                |        |      |       |        |        |       |       | 1 - 5    | 1 - 7  |
| <b>Hour</b>    |        |      |       |        |        |       |       |          |        |
| 0000-0100      | 6.0    | 5.0  | *     | 6.0    | 5.0    | 7.0   | 9.0   | 5.5      | 6.3    |
| 0100-0200      | 4.0    | 2.0  | *     | 1.0    | 8.0    | 4.0   | 3.0   | 3.8      | 3.7    |
| 0200-0300      | 1.0    | 5.0  | *     | 0.0    | 1.0    | 7.0   | 3.0   | 1.8      | 2.8    |
| 0300-0400      | 2.0    | 1.0  | *     | 0.0    | 1.0    | 1.0   | 0.0   | 1.0      | 0.8    |
| 0400-0500      | 4.0    | 3.0  | *     | 3.0    | 3.0    | 3.0   | 0.0   | 3.3      | 2.7    |
| 0500-0600      | 14.0   | 12.0 | *     | 19.0   | 17.0   | 1.0   | 4.0   | 15.5     | 11.2   |
| 0600-0700      | 39.0   | *    | *     | 40.0   | 42.0   | 12.0  | 5.0   | 40.3     | 27.6   |
| 0700-0800      | 72.0   | *    | *     | 69.0   | 72.0   | 19.0  | 10.0  | 71.0     | 48.4   |
| 0800-0900      | 68.0   | *    | *     | 89.0   | 71.0   | 45.0  | 26.0  | 76.0     | 59.8   |
| 0900-1000      | 70.0   | *    | *     | 64.0   | 65.0   | 45.0  | 49.0  | 66.3     | 58.6   |
| 1000-1100      | 55.0   | *    | 50.0  | 51.0   | 69.0   | 48.0  | 49.0  | 56.3     | 53.7   |
| 1100-1200      | 64.0   | *    | 63.0  | 66.0   | 60.0   | 69.0  | 60.0  | 63.3     | 63.7   |
| 1200-1300      | 75.0   | *    | 65.0  | 74.0   | 67.0   | 64.0  | 59.0  | 70.3     | 67.3   |
| 1300-1400      | 72.0   | *    | 65.0  | 76.0   | 119.0  | 77.0  | 67.0  | 83.0     | 79.3   |
| 1400-1500      | 99.0   | *    | 88.0  | 68.0   | 85.0   | 53.0  | 68.0  | 85.0     | 76.8   |
| 1500-1600      | 106.0  | *    | 116.0 | 73.0   | 86.0   | 54.0  | 54.0  | 95.3     | 81.5   |
| 1600-1700      | 115.0  | *    | 129.0 | 122.0  | 111.0  | 64.0  | 62.0  | 119.3    | 100.5  |
| 1700-1800      | 146.0  | *    | 133.0 | 131.0  | 105.0  | 45.0  | 75.0  | 128.8    | 105.8  |
| 1800-1900      | 58.0   | *    | 75.0  | 76.0   | 58.0   | 44.0  | 44.0  | 66.8     | 59.2   |
| 1900-2000      | 31.0   | *    | 42.0  | 51.0   | 37.0   | 37.0  | 44.0  | 40.3     | 40.3   |
| 2000-2100      | 32.0   | *    | 36.0  | 40.0   | 25.0   | 28.0  | 26.0  | 33.3     | 31.2   |
| 2100-2200      | 19.0   | *    | 19.0  | 30.0   | 28.0   | 22.0  | 17.0  | 24.0     | 22.5   |
| 2200-2300      | 7.0    | *    | 10.0  | 11.0   | 17.0   | 15.0  | 10.0  | 11.3     | 11.7   |
| 2300-2400      | 8.0    | *    | 10.0  | 6.0    | 12.0   | 12.0  | 11.0  | 9.0      | 9.8    |
| <b>Totals</b>  |        |      |       |        |        |       |       |          |        |
| 0700-1900      | 1000.0 | *    | *     | 959.0  | 968.0  | 627.0 | 623.0 | 981.1    | 854.6  |
| 0600-2200      | 1121.0 | *    | *     | 1120.0 | 1100.0 | 726.0 | 715.0 | 1118.9   | 976.2  |
| 0600-0000      | 1136.0 | *    | *     | 1137.0 | 1129.0 | 753.0 | 736.0 | 1139.2   | 997.7  |
| 0000-0000      | 1167.0 | *    | *     | 1166.0 | 1164.0 | 776.0 | 755.0 | 1169.9   | 1025.2 |
| <b>AM Peak</b> | 0700   | *    | *     | 0800   | 0700   | 1100  | 1100  |          |        |
|                | 72.0   | *    | *     | 89.0   | 72.0   | 69.0  | 60.0  |          |        |
| <b>PM Peak</b> | 1700   | *    | 1700  | 1700   | 1300   | 1300  | 1700  |          |        |
|                | 146.0  | *    | 133.0 | 131.0  | 119.0  | 77.0  | 75.0  |          |        |

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-141 -- English (ENU)

#### Datasets:

**Site:** [120-269] 400ft from 17M  
**Attribute:** Craigville Rd  
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 2  
**Survey Duration:** 21:54 Tuesday, March 1, 2022 => 7:38 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0738\_Craigville.EC2 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022 (5.83333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 3122 / 6073 (51.41%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-141**
**Site:** 120-269.2.3EW

**Description:** 400ft from 17M

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022

**Scheme:** Vehicle classification (Scheme F3)

**Filter:** Cls(1-13) Dir(AB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

|                | Mon   | Tue  | Wed  | Thu   | Fri   | Sat   | Sun   | Averages |       |
|----------------|-------|------|------|-------|-------|-------|-------|----------|-------|
|                |       |      |      |       |       |       |       | 1 - 5    | 1 - 7 |
| <b>Hour</b>    |       |      |      |       |       |       |       |          |       |
| 0000-0100      | 5.0   | 4.0  | *    | 3.0   | 3.0   | 3.0   | 4.0   | 3.8      | 3.7   |
| 0100-0200      | 1.0   | 1.0  | *    | 0.0   | 4.0   | 2.0   | 0.0   | 1.5      | 1.3   |
| 0200-0300      | 1.0   | 2.0  | *    | 0.0   | 1.0   | 4.0   | 2.0   | 1.0      | 1.7   |
| 0300-0400      | 1.0   | 0.0  | *    | 0.0   | 1.0   | 0.0   | 0.0   | 0.5      | 0.3   |
| 0400-0500      | 4.0   | 3.0  | *    | 2.0   | 2.0   | 2.0   | 0.0   | 2.8      | 2.2   |
| 0500-0600      | 11.0  | 10.0 | *    | 14.0  | 15.0  | 1.0   | 2.0   | 12.5     | 8.8   |
| 0600-0700      | 24.0  | *    | *    | 24.0  | 24.0  | 7.0   | 2.0   | 24.0     | 16.2  |
| 0700-0800      | 41.0  | *    | *    | 42.0  | 45.0  | 11.0  | 6.0   | 42.7     | 29.0  |
| 0800-0900      | 47.0  | *    | *    | 53.0  | 46.0  | 28.0  | 16.0  | 48.7     | 38.0  |
| 0900-1000      | 39.0  | *    | *    | 36.0  | 38.0  | 26.0  | 31.0  | 37.7     | 34.0  |
| 1000-1100      | 32.0  | *    | 25.0 | 27.0  | 37.0  | 27.0  | 26.0  | 30.3     | 29.0  |
| 1100-1200      | 33.0  | *    | 37.0 | 33.0  | 31.0  | 37.0  | 37.0  | 33.5     | 34.7  |
| 1200-1300      | 35.0  | *    | 38.0 | 39.0  | 35.0  | 30.0  | 27.0  | 36.8     | 34.0  |
| 1300-1400      | 36.0  | *    | 32.0 | 37.0  | 83.0  | 42.0  | 32.0  | 47.0     | 43.7  |
| 1400-1500      | 55.0  | *    | 42.0 | 35.0  | 39.0  | 22.0  | 32.0  | 42.8     | 37.5  |
| 1500-1600      | 53.0  | *    | 56.0 | 37.0  | 44.0  | 26.0  | 20.0  | 47.5     | 39.3  |
| 1600-1700      | 59.0  | *    | 65.0 | 54.0  | 62.0  | 28.0  | 31.0  | 60.0     | 49.8  |
| 1700-1800      | 84.0  | *    | 70.0 | 72.0  | 55.0  | 24.0  | 38.0  | 70.3     | 57.2  |
| 1800-1900      | 30.0  | *    | 34.0 | 39.0  | 27.0  | 19.0  | 20.0  | 32.5     | 28.2  |
| 1900-2000      | 11.0  | *    | 16.0 | 20.0  | 19.0  | 16.0  | 20.0  | 16.5     | 17.0  |
| 2000-2100      | 16.0  | *    | 11.0 | 19.0  | 7.0   | 13.0  | 10.0  | 13.3     | 12.7  |
| 2100-2200      | 10.0  | *    | 12.0 | 15.0  | 15.0  | 12.0  | 8.0   | 13.0     | 12.0  |
| 2200-2300      | 4.0   | *    | 2.0  | 6.0   | 7.0   | 6.0   | 4.0   | 4.8      | 4.8   |
| 2300-2400      | 3.0   | *    | 6.0  | 1.0   | 6.0   | 4.0   | 9.0   | 4.0      | 4.8   |
| <b>Totals</b>  |       |      |      |       |       |       |       |          |       |
| 0700-1900      | 544.0 | *    | *    | 504.0 | 542.0 | 320.0 | 316.0 | 529.5    | 454.3 |
| 0600-2200      | 605.0 | *    | *    | 582.0 | 607.0 | 368.0 | 356.0 | 596.3    | 512.2 |
| 0600-0000      | 612.0 | *    | *    | 589.0 | 620.0 | 378.0 | 369.0 | 605.0    | 521.9 |
| 0000-0000      | 635.0 | *    | *    | 608.0 | 646.0 | 390.0 | 377.0 | 627.0    | 539.9 |
| <b>AM Peak</b> | 0800  | *    | *    | 0800  | 0800  | 1100  | 1100  |          |       |
|                | 47.0  | *    | *    | 53.0  | 46.0  | 37.0  | 37.0  |          |       |
| <b>PM Peak</b> | 1700  | *    | 1700 | 1700  | 1300  | 1300  | 1700  |          |       |
|                | 84.0  | *    | 70.0 | 72.0  | 83.0  | 42.0  | 38.0  |          |       |

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-142 -- English (ENU)

#### Datasets:

**Site:** [120-269] 400ft from 17M  
**Attribute:** Craigville Rd  
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 2  
**Survey Duration:** 21:54 Tuesday, March 1, 2022 => 7:38 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0738\_Craigville.EC2 (Plus )  
**Identifier:** BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022 (5.83333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 2835 / 6073 (46.68%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-142**
**Site:** 120-269.2.3EW

**Description:** 400ft from 17M

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022

**Scheme:** Vehicle classification (Scheme F3)

**Filter:** Cls(1-13) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

|                | Mon   | Tue | Wed  | Thu   | Fri   | Sat   | Sun   | Averages |       |
|----------------|-------|-----|------|-------|-------|-------|-------|----------|-------|
|                |       |     |      |       |       |       |       | 1 - 5    | 1 - 7 |
| <b>Hour</b>    |       |     |      |       |       |       |       |          |       |
| 0000-0100      | 1.0   | 1.0 | *    | 3.0   | 2.0   | 4.0   | 5.0   | 1.8      | 2.7   |
| 0100-0200      | 3.0   | 1.0 | *    | 1.0   | 4.0   | 2.0   | 3.0   | 2.3      | 2.3   |
| 0200-0300      | 0.0   | 3.0 | *    | 0.0   | 0.0   | 3.0   | 1.0   | 0.8      | 1.2   |
| 0300-0400      | 1.0   | 1.0 | *    | 0.0   | 0.0   | 1.0   | 0.0   | 0.5      | 0.5   |
| 0400-0500      | 0.0   | 0.0 | *    | 1.0   | 1.0   | 1.0   | 0.0   | 0.5      | 0.5   |
| 0500-0600      | 3.0   | 2.0 | *    | 5.0   | 2.0   | 0.0   | 2.0   | 3.0      | 2.3   |
| 0600-0700      | 15.0  | *   | *    | 16.0  | 18.0  | 5.0   | 3.0   | 16.3     | 11.4  |
| 0700-0800      | 31.0  | *   | *    | 27.0  | 27.0  | 8.0   | 4.0   | 28.3     | 19.4  |
| 0800-0900      | 21.0  | *   | *    | 36.0  | 25.0  | 17.0  | 10.0  | 27.3     | 21.8  |
| 0900-1000      | 31.0  | *   | *    | 28.0  | 27.0  | 19.0  | 18.0  | 28.7     | 24.6  |
| 1000-1100      | 23.0  | *   | 25.0 | 24.0  | 32.0  | 21.0  | 23.0  | 26.0     | 24.7  |
| 1100-1200      | 31.0  | *   | 26.0 | 33.0  | 29.0  | 32.0  | 23.0  | 29.8     | 29.0  |
| 1200-1300      | 40.0  | *   | 27.0 | 35.0  | 32.0  | 34.0  | 32.0  | 33.5     | 33.3  |
| 1300-1400      | 36.0  | *   | 33.0 | 39.0  | 36.0  | 35.0  | 35.0  | 36.0     | 35.7  |
| 1400-1500      | 44.0  | *   | 46.0 | 33.0  | 46.0  | 31.0  | 36.0  | 42.3     | 39.3  |
| 1500-1600      | 53.0  | *   | 60.0 | 36.0  | 42.0  | 28.0  | 34.0  | 47.8     | 42.2  |
| 1600-1700      | 56.0  | *   | 64.0 | 68.0  | 49.0  | 36.0  | 31.0  | 59.3     | 50.7  |
| 1700-1800      | 62.0  | *   | 63.0 | 59.0  | 50.0  | 21.0  | 37.0  | 58.5     | 48.7  |
| 1800-1900      | 28.0  | *   | 41.0 | 37.0  | 31.0  | 25.0  | 24.0  | 34.3     | 31.0  |
| 1900-2000      | 20.0  | *   | 26.0 | 31.0  | 18.0  | 21.0  | 24.0  | 23.8     | 23.3  |
| 2000-2100      | 16.0  | *   | 25.0 | 21.0  | 18.0  | 15.0  | 16.0  | 20.0     | 18.5  |
| 2100-2200      | 9.0   | *   | 7.0  | 15.0  | 13.0  | 10.0  | 9.0   | 11.0     | 10.5  |
| 2200-2300      | 3.0   | *   | 8.0  | 5.0   | 10.0  | 9.0   | 6.0   | 6.5      | 6.8   |
| 2300-2400      | 5.0   | *   | 4.0  | 5.0   | 6.0   | 8.0   | 2.0   | 5.0      | 5.0   |
| <b>Totals</b>  |       |     |      |       |       |       |       |          |       |
| 0700-1900      | 456.0 | *   | *    | 455.0 | 426.0 | 307.0 | 307.0 | 451.6    | 400.3 |
| 0600-2200      | 516.0 | *   | *    | 538.0 | 493.0 | 358.0 | 359.0 | 522.7    | 464.0 |
| 0600-0000      | 524.0 | *   | *    | 548.0 | 509.0 | 375.0 | 367.0 | 534.2    | 475.9 |
| 0000-0000      | 532.0 | *   | *    | 558.0 | 518.0 | 386.0 | 378.0 | 542.9    | 485.4 |
| <b>AM Peak</b> | 1100  | *   | *    | 0800  | 1000  | 1100  | 1100  |          |       |
|                | 31.0  | *   | *    | 36.0  | 32.0  | 32.0  | 23.0  |          |       |
| <b>PM Peak</b> | 1700  | *   | 1600 | 1600  | 1700  | 1600  | 1700  |          |       |
|                | 62.0  | *   | 64.0 | 68.0  | 50.0  | 36.0  | 37.0  |          |       |

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-137 -- English (ENU)

#### Datasets:

**Site:** [120-269] Ref Mkr 17M-8301-3139  
**Attribute:** [+51.477222 +0.000000]  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 21:29 Tuesday, March 1, 2022 => 7:35 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0736\_17M.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022 (5.83333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** North, East, South, West (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 27577 / 28075 (98.23%)

## Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-137

Site: 120-269.1.2NS

Description: Ref Mkr 17M-8301-3139

Filter time: 10:00 Wednesday, March 2, 2022 =&gt; 6:00 Tuesday, March 8, 2022

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(&gt;0) Span(0 - 328.084) Lane(0-16)

|                | Mon          | Tue  | Wed          | Thu          | Fri          | Sat          | Sun          | Averages     |              |
|----------------|--------------|------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                |              |      |              |              |              |              |              | 1 - 5        | 1 - 7        |
| <b>Hour</b>    |              |      |              |              |              |              |              |              |              |
| 0000-0100      | 25.0         | 26.0 | *            | 31.0         | 21.0         | 35.0         | 31.0         | 25.8         | 28.2         |
| 0100-0200      | 12.0         | 9.0  | *            | 6.0          | 15.0         | 18.0         | 21.0         | 10.5         | 13.5         |
| 0200-0300      | 6.0          | 8.0  | *            | 6.0          | 12.0         | 9.0          | 12.0         | 8.0          | 8.8          |
| 0300-0400      | 5.0          | 4.0  | *            | 4.0          | 6.0          | 11.0         | 1.0          | 4.8          | 5.2          |
| 0400-0500      | 19.0         | 12.0 | *            | 23.0         | 14.0         | 8.0          | 4.0          | 17.0         | 13.3         |
| 0500-0600      | 43.0         | 56.0 | *            | 47.0         | 59.0         | 15.0         | 11.0         | 51.3         | 38.5         |
| 0600-0700      | 128.0        | *    | *            | 124.0        | 122.0        | 42.0         | 31.0         | 124.7        | 89.4         |
| 0700-0800      | 330.0        | *    | *            | 288.0        | 270.0        | 96.0         | 53.0         | 296.0        | 207.4        |
| 0800-0900      | 344.0        | *    | *            | 361.0        | 353.0        | 204.0        | 97.0         | <b>352.7</b> | 271.8        |
| 0900-1000      | 320.0        | *    | *            | 347.0        | 329.0        | 263.0        | 177.0        | 332.0        | 287.2        |
| 1000-1100      | 335.0        | *    | 356.0        | 329.0        | <b>360.0</b> | 318.0        | 217.0        | 345.0        | 319.2        |
| 1100-1200      | <b>345.0</b> | *    | 347.0        | <b>368.0</b> | 342.0        | <b>350.0</b> | <b>234.0</b> | 350.5        | <b>331.0</b> |
| 1200-1300      | 348.0        | *    | 395.0        | 359.0        | 349.0        | 358.0        | 301.0        | 362.8        | 351.7        |
| 1300-1400      | 381.0        | *    | 383.0        | 373.0        | 416.0        | <b>382.0</b> | 310.0        | 388.3        | 374.2        |
| 1400-1500      | 394.0        | *    | 430.0        | 428.0        | 433.0        | 335.0        | <b>322.0</b> | 421.3        | 390.3        |
| 1500-1600      | 414.0        | *    | <b>513.0</b> | 430.0        | 443.0        | 327.0        | 320.0        | 450.0        | 407.8        |
| 1600-1700      | 455.0        | *    | 486.0        | 465.0        | <b>495.0</b> | 282.0        | 299.0        | <b>475.3</b> | <b>413.7</b> |
| 1700-1800      | <b>469.0</b> | *    | 510.0        | <b>466.0</b> | 416.0        | 256.0        | 253.0        | 465.3        | 395.0        |
| 1800-1900      | 285.0        | *    | 338.0        | 352.0        | 297.0        | 234.0        | 184.0        | 318.0        | 281.7        |
| 1900-2000      | 188.0        | *    | 228.0        | 235.0        | 190.0        | 201.0        | 162.0        | 210.3        | 200.7        |
| 2000-2100      | 127.0        | *    | 176.0        | 143.0        | 121.0        | 137.0        | 99.0         | 141.8        | 133.8        |
| 2100-2200      | 81.0         | *    | 84.0         | 85.0         | 90.0         | 100.0        | 68.0         | 85.0         | 84.7         |
| 2200-2300      | 44.0         | *    | 58.0         | 50.0         | 67.0         | 58.0         | 57.0         | 54.8         | 55.7         |
| 2300-2400      | 21.0         | *    | 48.0         | 27.0         | 46.0         | 47.0         | 28.0         | 35.5         | 36.2         |
| <b>Totals</b>  |              |      |              |              |              |              |              |              |              |
| 0700-1900      | 4420.0       | *    | *            | 4566.0       | 4503.0       | 3405.0       | 2767.0       | 4556.9       | 4030.9       |
| 0600-2200      | 4944.0       | *    | *            | 5153.0       | 5026.0       | 3885.0       | 3127.0       | 5118.6       | 4539.5       |
| 0600-0000      | 5009.0       | *    | *            | 5230.0       | 5139.0       | 3990.0       | 3212.0       | 5208.8       | 4631.3       |
| 0000-0000      | 5119.0       | *    | *            | 5347.0       | 5266.0       | 4086.0       | 3292.0       | 5326.1       | 4738.8       |
| <b>AM Peak</b> | 1100         | *    | *            | 1100         | 1000         | 1100         | 1100         |              |              |
|                | 345.0        | *    | *            | 368.0        | 360.0        | 350.0        | 234.0        |              |              |
| <b>PM Peak</b> | 1700         | *    | 1500         | 1700         | 1600         | 1300         | 1400         |              |              |
|                | 469.0        | *    | 513.0        | 466.0        | 495.0        | 382.0        | 322.0        |              |              |

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-138 -- English (ENU)

#### Datasets:

**Site:** [120-269] Ref Mkr 17M-8301-3139  
**Attribute:** [+51.477222 +0.000000]  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 21:29 Tuesday, March 1, 2022 => 7:35 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0736\_17M.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022 (5.83333)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 16817 / 28075 (59.90%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-138**
**Site:** 120-269.1.2NS

**Description:** Ref Mkr 17M-8301-3139

**Filter time:** 10:00 Wednesday, March 2, 2022 => 6:00 Tuesday, March 8, 2022

**Scheme:** Vehicle classification (Scheme F3)

**Filter:** Cls(1-13) Dir(AB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

|                | Mon          | Tue  | Wed          | Thu          | Fri          | Sat          | Sun          | Averages     |              |
|----------------|--------------|------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                |              |      |              |              |              |              |              | 1 - 5        | 1 - 7        |
| <b>Hour</b>    |              |      |              |              |              |              |              |              |              |
| 0000-0100      | 13.0         | 17.0 | *            | 17.0         | 13.0         | 18.0         | 21.0         | 15.0         | 16.5         |
| 0100-0200      | 7.0          | 6.0  | *            | 5.0          | 11.0         | 10.0         | 17.0         | 7.3          | 9.3          |
| 0200-0300      | 3.0          | 5.0  | *            | 4.0          | 5.0          | 6.0          | 6.0          | 4.3          | 4.8          |
| 0300-0400      | 3.0          | 1.0  | *            | 2.0          | 2.0          | 7.0          | 0.0          | 2.0          | 2.5          |
| 0400-0500      | 6.0          | 4.0  | *            | 8.0          | 7.0          | 5.0          | 3.0          | 6.3          | 5.5          |
| 0500-0600      | 23.0         | 26.0 | *            | 20.0         | 30.0         | 8.0          | 5.0          | 24.8         | 18.7         |
| 0600-0700      | 77.0         | *    | *            | 74.0         | 71.0         | 22.0         | 17.0         | 74.0         | 52.2         |
| 0700-0800      | 139.0        | *    | *            | 149.0        | 147.0        | 57.0         | 30.0         | 145.0        | 104.4        |
| 0800-0900      | 152.0        | *    | *            | 194.0        | 187.0        | 112.0        | 51.0         | 177.7        | 139.2        |
| 0900-1000      | 181.0        | *    | *            | 197.0        | 182.0        | 161.0        | 88.0         | 186.7        | 161.8        |
| 1000-1100      | 218.0        | *    | 220.0        | 208.0        | <b>218.0</b> | 194.0        | <b>137.0</b> | 216.0        | 199.2        |
| 1100-1200      | <b>223.0</b> | *    | 224.0        | <b>219.0</b> | 213.0        | <b>206.0</b> | 134.0        | <b>219.8</b> | <b>203.2</b> |
| 1200-1300      | 203.0        | *    | 237.0        | 224.0        | 210.0        | 207.0        | 192.0        | 218.5        | 212.2        |
| 1300-1400      | 231.0        | *    | 226.0        | 232.0        | 232.0        | 215.0        | 191.0        | 230.3        | 221.2        |
| 1400-1500      | 237.0        | *    | 270.0        | 253.0        | 255.0        | <b>217.0</b> | 198.0        | 253.8        | 238.3        |
| 1500-1600      | 261.0        | *    | 335.0        | 268.0        | 296.0        | 199.0        | <b>201.0</b> | 290.0        | 260.0        |
| 1600-1700      | 303.0        | *    | 322.0        | 320.0        | <b>340.0</b> | 178.0        | 160.0        | <b>321.3</b> | <b>270.5</b> |
| 1700-1800      | <b>322.0</b> | *    | <b>356.0</b> | <b>322.0</b> | 276.0        | 151.0        | 145.0        | 319.0        | 262.0        |
| 1800-1900      | 177.0        | *    | 216.0        | 216.0        | 201.0        | 140.0        | 98.0         | 202.5        | 174.7        |
| 1900-2000      | 119.0        | *    | 144.0        | 152.0        | 117.0        | 112.0        | 86.0         | 133.0        | 121.7        |
| 2000-2100      | 92.0         | *    | 130.0        | 95.0         | 78.0         | 87.0         | 59.0         | 98.8         | 90.2         |
| 2100-2200      | 53.0         | *    | 54.0         | 61.0         | 58.0         | 53.0         | 41.0         | 56.5         | 53.3         |
| 2200-2300      | 30.0         | *    | 38.0         | 31.0         | 49.0         | 36.0         | 35.0         | 37.0         | 36.5         |
| 2300-2400      | 11.0         | *    | 23.0         | 18.0         | 28.0         | 31.0         | 17.0         | 20.0         | 21.3         |
| <b>Totals</b>  |              |      |              |              |              |              |              |              |              |
| 0700-1900      | 2647.0       | *    | *            | 2802.0       | 2757.0       | 2037.0       | 1625.0       | 2780.3       | 2446.6       |
| 0600-2200      | 2988.0       | *    | *            | 3184.0       | 3081.0       | 2311.0       | 1828.0       | 3142.6       | 2763.9       |
| 0600-0000      | 3029.0       | *    | *            | 3233.0       | 3158.0       | 2378.0       | 1880.0       | 3199.6       | 2821.8       |
| 0000-0000      | 3084.0       | *    | *            | 3289.0       | 3226.0       | 2432.0       | 1932.0       | 3259.1       | 2879.1       |
| <b>AM Peak</b> | 1100         | *    | *            | 1100         | 1000         | 1100         | 1000         |              |              |
|                | 223.0        | *    | *            | 219.0        | 218.0        | 206.0        | 137.0        |              |              |
| <b>PM Peak</b> | 1700         | *    | 1700         | 1700         | 1600         | 1400         | 1500         |              |              |
|                | 322.0        | *    | 356.0        | 322.0        | 340.0        | 217.0        | 201.0        |              |              |

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-139 -- English (ENU)

#### Datasets:

**Site:** [120-269] Ref Mkr 17M-8301-3139  
**Attribute:** [+51.477222 +0.000000]  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 21:29 Tuesday, March 1, 2022 => 7:35 Tuesday, March 8, 2022,  
**Zone:**  
**File:** 120-269 0 2022-03-08 0736\_17M.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v4.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 10:00 Wednesday, March 2, 2022 => 7:00 Tuesday, March 8, 2022 (5.875)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 10810 / 28075 (38.50%)

## Weekly Vehicle Counts (Virtual Week)

**VirtWeeklyVehicle-139**
**Site:** 120-269.1.2NS

**Description:** Ref Mkr 17M-8301-3139

**Filter time:** 10:00 Wednesday, March 2, 2022 => 7:00 Tuesday, March 8, 2022

**Scheme:** Vehicle classification (Scheme F3)

**Filter:** Cls(1-13) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

|                | Mon    | Tue  | Wed   | Thu    | Fri    | Sat    | Sun    | Averages |        |
|----------------|--------|------|-------|--------|--------|--------|--------|----------|--------|
|                |        |      |       |        |        |        |        | 1 - 5    | 1 - 7  |
| <b>Hour</b>    |        |      |       |        |        |        |        |          |        |
| 0000-0100      | 12.0   | 9.0  | *     | 14.0   | 8.0    | 17.0   | 10.0   | 10.8     | 11.7   |
| 0100-0200      | 5.0    | 3.0  | *     | 1.0    | 4.0    | 8.0    | 4.0    | 3.3      | 4.2    |
| 0200-0300      | 3.0    | 3.0  | *     | 2.0    | 7.0    | 3.0    | 6.0    | 3.8      | 4.0    |
| 0300-0400      | 2.0    | 3.0  | *     | 2.0    | 4.0    | 4.0    | 1.0    | 2.8      | 2.7    |
| 0400-0500      | 13.0   | 8.0  | *     | 15.0   | 7.0    | 3.0    | 1.0    | 10.8     | 7.8    |
| 0500-0600      | 20.0   | 30.0 | *     | 27.0   | 29.0   | 7.0    | 6.0    | 26.5     | 19.8   |
| 0600-0700      | 51.0   | 50.0 | *     | 50.0   | 51.0   | 20.0   | 14.0   | 50.5     | 39.3   |
| 0700-0800      | 191.0  | *    | *     | 139.0  | 123.0  | 39.0   | 23.0   | 151.0    | 103.0  |
| 0800-0900      | 192.0  | *    | *     | 167.0  | 166.0  | 92.0   | 46.0   | 175.0    | 132.6  |
| 0900-1000      | 139.0  | *    | *     | 150.0  | 147.0  | 102.0  | 89.0   | 145.3    | 125.4  |
| 1000-1100      | 117.0  | *    | 136.0 | 121.0  | 142.0  | 124.0  | 80.0   | 129.0    | 120.0  |
| 1100-1200      | 122.0  | *    | 123.0 | 149.0  | 129.0  | 144.0  | 100.0  | 130.8    | 127.8  |
| 1200-1300      | 145.0  | *    | 158.0 | 135.0  | 139.0  | 151.0  | 109.0  | 144.3    | 139.5  |
| 1300-1400      | 150.0  | *    | 157.0 | 141.0  | 184.0  | 167.0  | 119.0  | 158.0    | 153.0  |
| 1400-1500      | 157.0  | *    | 160.0 | 175.0  | 178.0  | 118.0  | 124.0  | 167.5    | 152.0  |
| 1500-1600      | 153.0  | *    | 178.0 | 162.0  | 147.0  | 128.0  | 119.0  | 160.0    | 147.8  |
| 1600-1700      | 152.0  | *    | 164.0 | 145.0  | 155.0  | 104.0  | 139.0  | 154.0    | 143.2  |
| 1700-1800      | 147.0  | *    | 154.0 | 144.0  | 140.0  | 105.0  | 108.0  | 146.3    | 133.0  |
| 1800-1900      | 108.0  | *    | 122.0 | 136.0  | 96.0   | 94.0   | 86.0   | 115.5    | 107.0  |
| 1900-2000      | 69.0   | *    | 84.0  | 83.0   | 73.0   | 89.0   | 76.0   | 77.3     | 79.0   |
| 2000-2100      | 35.0   | *    | 46.0  | 48.0   | 43.0   | 50.0   | 40.0   | 43.0     | 43.7   |
| 2100-2200      | 28.0   | *    | 30.0  | 24.0   | 32.0   | 47.0   | 27.0   | 28.5     | 31.3   |
| 2200-2300      | 14.0   | *    | 20.0  | 19.0   | 18.0   | 22.0   | 22.0   | 17.8     | 19.2   |
| 2300-2400      | 10.0   | *    | 25.0  | 9.0    | 18.0   | 16.0   | 11.0   | 15.5     | 14.8   |
| <b>Totals</b>  |        |      |       |        |        |        |        |          |        |
| 0700-1900      | 1773.0 | *    | *     | 1764.0 | 1746.0 | 1368.0 | 1142.0 | 1776.6   | 1584.3 |
| 0600-2200      | 1956.0 | *    | *     | 1969.0 | 1945.0 | 1574.0 | 1299.0 | 1975.8   | 1777.7 |
| 0600-0000      | 1980.0 | *    | *     | 1997.0 | 1981.0 | 1612.0 | 1332.0 | 2009.1   | 1811.7 |
| 0000-0000      | 2035.0 | *    | *     | 2058.0 | 2040.0 | 1654.0 | 1360.0 | 2066.8   | 1861.8 |
| <b>AM Peak</b> | 0800   | *    | *     | 0800   | 0800   | 1100   | 1100   |          |        |
|                | 192.0  | *    | *     | 167.0  | 166.0  | 144.0  | 100.0  |          |        |
| <b>PM Peak</b> | 1400   | *    | 1500  | 1400   | 1300   | 1300   | 1600   |          |        |
|                | 157.0  | *    | 178.0 | 175.0  | 184.0  | 167.0  | 139.0  |          |        |

\* - No data.

**ATTACHMENT D**  
**NYS DOT SDV APPROVAL LETTER**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK



## Department of Transportation

**ANDREW M. CUOMO**  
Governor

**MARIE THERESE DOMINGUEZ**  
Commissioner

**LANCE MacMILLAN, P.E.**  
Regional Director

July 14, 2021

Mr. Frank A. Filiciotto, PE  
Branch Manager  
Creighton Manning  
145 Main Street, 3<sup>rd</sup> Floor  
Ossining, NY 10562

Re: T21-113

Dear Mr. Filiciotto:

Thank you for your letter to the New York State Department of Transportation (NYSDOT) dated June 4, 2021 requesting the following roads be designated as access highways for Special Dimension Vehicles (53' tractor trailers) within the Towns of Chester and Blooming Grove:

- Route 17M from CR 13 to CR 51 in the Towns of Chester and Blooming Grove, a distance of approximately 2.6 miles; and
- CR 51 from Route 17M to the warehouse site on CR 51, a distance of approximately 3000 feet.

Please know that on September 1, 2021 it will be legal to drive special dimension vehicles on this segment on Route 17M.

As previously mentioned, the distance of 3000 feet on CR 51 from the intersection of Route 17M is within one-road mile from a qualifying highway (Route 17) and has automatic access.

Law enforcement officials are being notified of this change by copy of this letter.

Thank you for your interest in traffic safety and for bringing your concerns to our attention. If you require further information on this request, please contact the Regional Traffic and Safety Group at (845) 437-3320.

Sincerely,

Gayle Sudder  
Transportation Analyst

cc: D. Carey, Office of Traffic Safety and Mobility, Traffic Operations Bureau, POD 53  
S. Quadri, Resident Engineer, Residency 8-4  
R. Gaupman, Resident Engineer, Residency 8-5  
Sgt. M. Belgiovane, New York State Police, Troop F  
Chief D. Doellinger, Town of Chester Police Department  
Chief A. Melchiorre, Town of Blooming Grove Police Department

# **ATTACHMENT E**

## **LOS REPORTS**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

## LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM).

### 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 surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

**LOS A** describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c 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 v/c ratio no greater than 1.0. This level is typically assigned when the v/c 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 v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c 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 v/c 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).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

### Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections 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 by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the 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.

**Exhibits 20-2/21-8:**  
**Level-of-Service Criteria for Stop Controlled Intersections**

| Control Delay (s/veh) | LOS by Volume-to-Capacity Ratio |                |
|-----------------------|---------------------------------|----------------|
|                       | $v/c \leq 1.0$                  | $v/c \geq 1.0$ |
| 10.0                  | A                               | F              |
| >10.0 and $\leq 15.0$ | B                               | F              |
| >15.0 and $\leq 25.0$ | C                               | F              |
| >25.0 and $\leq 35.0$ | D                               | F              |
| >35.0 and $\leq 50.0$ | E                               | F              |
| >50.0                 | F                               | F              |

| Intersection             |                                                                                   |       |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.5                                                                               |       |        |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR   | NBL    | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |       |        |  |  |      |
| Traffic Vol, veh/h       | 10                                                                                | 7     | 0      | 42                                                                                | 43                                                                                | 0    |
| Future Vol, veh/h        | 10                                                                                | 7     | 0      | 42                                                                                | 43                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0     | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop  | Free   | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None  | -      | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -     | -      | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -     | -      | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -     | -      | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 90                                                                                | 90    | 90     | 90                                                                                | 90                                                                                | 90   |
| Heavy Vehicles, %        | 14                                                                                | 17    | 0      | 13                                                                                | 10                                                                                | 0    |
| Mvmt Flow                | 11                                                                                | 8     | 0      | 47                                                                                | 48                                                                                | 0    |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            |       | Major1 |                                                                                   | Major2                                                                            |      |
| Conflicting Flow All     | 95                                                                                | 48    | -      | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 48                                                                                | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 47                                                                                | -     | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.54                                                                              | 6.37  | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.54                                                                              | -     | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.54                                                                              | -     | -      | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.626                                                                             | 3.453 | -      | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 876                                                                               | 980   | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 945                                                                               | -     | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 946                                                                               | -     | 0      | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |       |        | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 876                                                                               | 980   | -      | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 876                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 945                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 946                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |       | NB     |                                                                                   | SB                                                                                |      |
| HCM Control Delay, s     | 9                                                                                 |       | 0      |                                                                                   | 0                                                                                 |      |
| HCM LOS                  | A                                                                                 |       |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |       | SBT    |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 916                                                                             |       | -      |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.021                                                                           |       | -      |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 9                                                                               |       | -      |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - A                                                                               |       | -      |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.1                                                                             |       | -      |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 1.7    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 12     | 100                                                                               | 163                                                                               | 30     | 33                                                                                | 17    |
| Future Vol, veh/h        | 12     | 100                                                                               | 163                                                                               | 30     | 33                                                                                | 17    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 91     | 91                                                                                | 91                                                                                | 91     | 91                                                                                | 91    |
| Heavy Vehicles, %        | 0      | 6                                                                                 | 7                                                                                 | 17     | 9                                                                                 | 12    |
| Mvmt Flow                | 13     | 110                                                                               | 179                                                                               | 33     | 36                                                                                | 19    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 212    | 0                                                                                 | -                                                                                 | 0      | 332                                                                               | 196   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 196                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 136                                                                               | -     |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.49                                                                              | 6.32  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.49                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.49                                                                              | -     |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.581                                                                             | 3.408 |
| Pot Cap-1 Maneuver       | 1370   | -                                                                                 | -                                                                                 | -      | 649                                                                               | 820   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 821                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 874                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1370   | -                                                                                 | -                                                                                 | -      | 643                                                                               | 820   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 643                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 813                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 874                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 0.8    | 0                                                                                 |                                                                                   | 10.6   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1370   | -                                                                                 | -                                                                                 | -      | -                                                                                 | 694   |
| HCM Lane V/C Ratio       | 0.01   | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0.079 |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | -                                                                                 | 10.6  |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | -                                                                                 | B     |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | -                                                                                 | 0.3   |

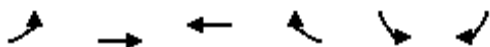
| Intersection             |        |       |        |      |      |        |      |       |      |      |      |      |
|--------------------------|--------|-------|--------|------|------|--------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 3.7    |       |        |      |      |        |      |       |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT  | WBR    | NEL  | NET   | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |        | ↕     |        |      | ↕    |        |      | ↕     |      |      |      |      |
| Traffic Vol, veh/h       | 228    | 112   | 0      | 0    | 174  | 0      | 0    | 0     | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 228    | 112   | 0      | 0    | 174  | 0      | 0    | 0     | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0    | 0      | 0    | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free  | Free   | Free | Free | Free   | Stop | Stop  | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -     | None   | -    | -    | None   | -    | -     | None | -    | -    | None |
| Storage Length           | -      | -     | -      | -    | -    | -      | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0    | -      | -    | 0     | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0    | -      | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 90     | 90    | 90     | 90   | 90   | 90     | 90   | 90    | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 9      | 5     | 0      | 0    | 8    | 0      | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 253    | 124   | 0      | 0    | 193  | 0      | 0    | 0     | 0    | 0    | 0    | 0    |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Major/Minor              | Major1 |       | Major2 |      |      | Minor1 |      |       |      |      |      |      |
| Conflicting Flow All     | 193    | 0     | -      | -    | -    | 0      | -    | 823   | -    |      |      |      |
| Stage 1                  | -      | -     | -      | -    | -    | -      | -    | 630   | -    |      |      |      |
| Stage 2                  | -      | -     | -      | -    | -    | -      | -    | 193   | -    |      |      |      |
| Critical Hdwy            | 4.19   | -     | -      | -    | -    | -      | -    | 6.52  | -    |      |      |      |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | -    | -      | -    | 5.52  | -    |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | -    | -      | -    | 5.52  | -    |      |      |      |
| Follow-up Hdwy           | 2.281  | -     | -      | -    | -    | -      | -    | 4.018 | -    |      |      |      |
| Pot Cap-1 Maneuver       | 1339   | -     | 0      | 0    | -    | -      | 0    | 309   | 0    |      |      |      |
| Stage 1                  | -      | -     | 0      | 0    | -    | -      | 0    | 475   | 0    |      |      |      |
| Stage 2                  | -      | -     | 0      | 0    | -    | -      | 0    | 741   | 0    |      |      |      |
| Platoon blocked, %       |        | -     |        |      | -    | -      |      |       |      |      |      |      |
| Mov Cap-1 Maneuver       | 1339   | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Stage 1                  | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Stage 2                  | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Approach                 | EB     |       | WB     |      |      | NE     |      |       |      |      |      |      |
| HCM Control Delay, s     | 5.6    |       | 0      |      |      | 0      |      |       |      |      |      |      |
| HCM LOS                  | A      |       |        |      |      |        |      |       |      |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Minor Lane/Major Mvmt    | NELn1  | EBL   | EBT    | WBT  | WBR  |        |      |       |      |      |      |      |
| Capacity (veh/h)         | -      | 1339  | -      | -    | -    |        |      |       |      |      |      |      |
| HCM Lane V/C Ratio       | -      | 0.189 | -      | -    | -    |        |      |       |      |      |      |      |
| HCM Control Delay (s)    | 0      | 8.3   | 0      | -    | -    |        |      |       |      |      |      |      |
| HCM Lane LOS             | A      | A     | A      | -    | -    |        |      |       |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | 0.7   | -      | -    | -    |        |      |       |      |      |      |      |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.6                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 5                                                                                 | 44       | 31                                                                                | 21     | 146   | 38                                                                                |
| Future Vol, veh/h        | 5                                                                                 | 44       | 31                                                                                | 21     | 146   | 38                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0      | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82     | 82    | 82                                                                                |
| Heavy Vehicles, %        | 25                                                                                | 11       | 19                                                                                | 5      | 8     | 18                                                                                |
| Mvmt Flow                | 6                                                                                 | 54       | 38                                                                                | 26     | 178   | 46                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 453                                                                               | 51       | 0                                                                                 | 0      | 64    | 0                                                                                 |
| Stage 1                  | 51                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 402                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.65                                                                              | 6.31     | -                                                                                 | -      | 4.18  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.65                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.65                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.725                                                                             | 3.399    | -                                                                                 | -      | 2.272 | -                                                                                 |
| Pot Cap-1 Maneuver       | 524                                                                               | 992      | -                                                                                 | -      | 1501  | -                                                                                 |
| Stage 1                  | 916                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 629                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 460                                                                               | 992      | -                                                                                 | -      | 1501  | -                                                                                 |
| Mov Cap-2 Maneuver       | 460                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 916                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 552                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 9.4                                                                               | 0        |                                                                                   | 6.1    |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 887    |                                                                                   | 1501   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.067  |                                                                                   | 0.119  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 9.4    |                                                                                   | 7.7    | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - A      |                                                                                   | A      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 0.2    |                                                                                   | 0.4    | -     |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
Existing\_AM Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↱     |      | ↰                         | ↱    |
| Traffic Volume (vph)              | 15   | 333   | 174   | 0    | 15                        | 136  |
| Future Volume (vph)               | 15   | 333   | 174   | 0    | 15                        | 136  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.88                      |      |
| Flt Protected                     |      | 1.00  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1763  | 1810  |      | 1463                      |      |
| Flt Permitted                     |      | 0.99  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1741  | 1810  |      | 1463                      |      |
| Peak-hour factor, PHF             | 0.87 | 0.87  | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 17   | 383   | 200   | 0    | 17                        | 156  |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 124                       | 0    |
| Lane Group Flow (vph)             | 0    | 400   | 200   | 0    | 49                        | 0    |
| Heavy Vehicles (%)                | 20%  | 7%    | 5%    | 0%   | 0%                        | 15%  |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 81.4  | 35.9  |      | 23.9                      |      |
| Effective Green, g (s)            |      | 81.4  | 35.9  |      | 23.9                      |      |
| Actuated g/C Ratio                |      | 0.71  | 0.31  |      | 0.21                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1229  | 563   |      | 303                       |      |
| v/s Ratio Prot                    |      |       | c0.11 |      | c0.03                     |      |
| v/s Ratio Perm                    |      | c0.23 |       |      |                           |      |
| v/c Ratio                         |      | 0.33  | 0.36  |      | 0.16                      |      |
| Uniform Delay, d1                 |      | 6.5   | 30.7  |      | 37.5                      |      |
| Progression Factor                |      | 0.15  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.4   | 1.1   |      | 0.3                       |      |
| Delay (s)                         |      | 1.4   | 31.8  |      | 37.7                      |      |
| Level of Service                  |      | A     | C     |      | D                         |      |
| Approach Delay (s)                |      | 1.4   | 31.8  |      | 37.7                      |      |
| Approach LOS                      |      | A     | C     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 17.4  |      | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.31  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 115.3 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 47.3% |      | ICU Level of Service      | A    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

Existing\_AM Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 181  | 277  | 116   | 194  | 365                       | 167  |
| Future Volume (vph)               | 181  | 277  | 116   | 194  | 365                       | 167  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1759 | 1495 |       | 1690 | 1703                      | 1509 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.80 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1759 | 1495 |       | 1374 | 1703                      | 1509 |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 208  | 318  | 133   | 223  | 420                       | 192  |
| RTOR Reduction (vph)              | 0    | 219  | 0     | 0    | 0                         | 34   |
| Lane Group Flow (vph)             | 208  | 99   | 0     | 356  | 420                       | 158  |
| Heavy Vehicles (%)                | 8%   | 8%   | 16%   | 7%   | 6%                        | 7%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 35.9 | 35.9 |       | 64.8 | 40.5                      | 40.5 |
| Effective Green, g (s)            | 35.9 | 35.9 |       | 64.8 | 40.5                      | 40.5 |
| Actuated g/C Ratio                | 0.31 | 0.31 |       | 0.56 | 0.35                      | 0.35 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 547  | 465  |       | 772  | 598                       | 530  |
| v/s Ratio Prot                    | 0.12 |      |       |      | 0.25                      |      |
| v/s Ratio Perm                    |      | 0.07 |       | 0.26 |                           | 0.10 |
| v/c Ratio                         | 0.38 | 0.21 |       | 0.46 | 0.70                      | 0.30 |
| Uniform Delay, d1                 | 31.0 | 29.3 |       | 14.9 | 32.2                      | 27.1 |
| Progression Factor                | 1.00 | 1.00 |       | 0.43 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 1.2  | 0.6  |       | 1.2  | 6.8                       | 1.4  |
| Delay (s)                         | 32.3 | 29.9 |       | 7.5  | 39.0                      | 28.5 |
| Level of Service                  | C    | C    |       | A    | D                         | C    |
| Approach Delay (s)                | 30.8 |      |       | 7.5  | 35.7                      |      |
| Approach LOS                      | C    |      |       | A    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 27.3  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.58  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 115.3 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 59.3% |      | ICU Level of Service      | B    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

Existing\_AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 63                                                                                | 176                                                                               | 134                                                                               | 362                                                                               | 187                                                                               | 10                                                                                | 100                                                                                 | 110                                                                                 | 236                                                                                 | 46                                                                                  | 206                                                                                 | 79                                                                                  |
| Future Volume (veh/h)        | 63                                                                                | 176                                                                               | 134                                                                               | 362                                                                               | 187                                                                               | 10                                                                                | 100                                                                                 | 110                                                                                 | 236                                                                                 | 46                                                                                  | 206                                                                                 | 79                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1752                                                                              | 1811                                                                              | 1781                                                                              | 1841                                                                              | 1781                                                                              | 1574                                                                              | 1811                                                                                | 1841                                                                                | 1767                                                                                | 1752                                                                                | 1752                                                                                | 1737                                                                                |
| Adj Flow Rate, veh/h         | 66                                                                                | 185                                                                               | 141                                                                               | 381                                                                               | 197                                                                               | 11                                                                                | 105                                                                                 | 116                                                                                 | 248                                                                                 | 48                                                                                  | 217                                                                                 | 83                                                                                  |
| 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, %         | 10                                                                                | 6                                                                                 | 8                                                                                 | 4                                                                                 | 8                                                                                 | 22                                                                                | 6                                                                                   | 4                                                                                   | 9                                                                                   | 10                                                                                  | 10                                                                                  | 11                                                                                  |
| Cap, veh/h                   | 82                                                                                | 338                                                                               | 243                                                                               | 532                                                                               | 476                                                                               | 27                                                                                | 135                                                                                 | 506                                                                                 | 411                                                                                 | 57                                                                                  | 279                                                                                 | 107                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.18                                                                              | 0.18                                                                              | 0.16                                                                              | 0.28                                                                              | 0.28                                                                              | 0.08                                                                                | 0.27                                                                                | 0.27                                                                                | 0.03                                                                                | 0.23                                                                                | 0.23                                                                                |
| Sat Flow, veh/h              | 1668                                                                              | 1904                                                                              | 1368                                                                              | 3401                                                                              | 1670                                                                              | 93                                                                                | 1725                                                                                | 1841                                                                                | 1497                                                                                | 1668                                                                                | 1207                                                                                | 462                                                                                 |
| Grp Volume(v), veh/h         | 66                                                                                | 166                                                                               | 160                                                                               | 381                                                                               | 0                                                                                 | 208                                                                               | 105                                                                                 | 116                                                                                 | 248                                                                                 | 48                                                                                  | 0                                                                                   | 300                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1668                                                                              | 1721                                                                              | 1551                                                                              | 1700                                                                              | 0                                                                                 | 1764                                                                              | 1725                                                                                | 1841                                                                                | 1497                                                                                | 1668                                                                                | 0                                                                                   | 1669                                                                                |
| Q Serve(g_s), s              | 2.2                                                                               | 4.9                                                                               | 5.3                                                                               | 6.0                                                                               | 0.0                                                                               | 5.4                                                                               | 3.3                                                                                 | 2.7                                                                                 | 8.1                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 9.4                                                                                 |
| Cycle Q Clear(g_c), s        | 2.2                                                                               | 4.9                                                                               | 5.3                                                                               | 6.0                                                                               | 0.0                                                                               | 5.4                                                                               | 3.3                                                                                 | 2.7                                                                                 | 8.1                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 9.4                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.88                                                                              | 1.00                                                                              |                                                                                   | 0.05                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.28                                                                                |
| Lane Grp Cap(c), veh/h       | 82                                                                                | 305                                                                               | 275                                                                               | 532                                                                               | 0                                                                                 | 502                                                                               | 135                                                                                 | 506                                                                                 | 411                                                                                 | 57                                                                                  | 0                                                                                   | 385                                                                                 |
| V/C Ratio(X)                 | 0.81                                                                              | 0.54                                                                              | 0.58                                                                              | 0.72                                                                              | 0.00                                                                              | 0.41                                                                              | 0.78                                                                                | 0.23                                                                                | 0.60                                                                                | 0.84                                                                                | 0.00                                                                                | 0.78                                                                                |
| Avail Cap(c_a), veh/h        | 447                                                                               | 768                                                                               | 693                                                                               | 911                                                                               | 0                                                                                 | 1260                                                                              | 308                                                                                 | 822                                                                                 | 669                                                                                 | 298                                                                                 | 0                                                                                   | 745                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 26.4                                                                              | 21.0                                                                              | 21.1                                                                              | 22.4                                                                              | 0.0                                                                               | 16.2                                                                              | 25.3                                                                                | 15.7                                                                                | 17.6                                                                                | 26.9                                                                                | 0.0                                                                                 | 20.2                                                                                |
| Incr Delay (d2), s/veh       | 16.7                                                                              | 1.5                                                                               | 1.9                                                                               | 1.8                                                                               | 0.0                                                                               | 0.5                                                                               | 9.4                                                                                 | 0.2                                                                                 | 1.4                                                                                 | 26.6                                                                                | 0.0                                                                                 | 3.4                                                                                 |
| 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     | 1.2                                                                               | 1.9                                                                               | 1.8                                                                               | 2.2                                                                               | 0.0                                                                               | 1.9                                                                               | 1.6                                                                                 | 1.0                                                                                 | 2.7                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 3.7                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 43.1                                                                              | 22.5                                                                              | 23.0                                                                              | 24.3                                                                              | 0.0                                                                               | 16.8                                                                              | 34.7                                                                                | 15.9                                                                                | 19.1                                                                                | 53.4                                                                                | 0.0                                                                                 | 23.6                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | C                                                                                   | B                                                                                   | B                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 392                                                                               |                                                                                   |                                                                                   | 589                                                                               |                                                                                   |                                                                                   | 469                                                                                 |                                                                                     |                                                                                     | 348                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 26.2                                                                              |                                                                                   |                                                                                   | 21.6                                                                              |                                                                                   |                                                                                   | 21.8                                                                                |                                                                                     |                                                                                     | 27.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.7                                                                               | 20.9                                                                              | 6.9                                                                               | 20.4                                                                              | 13.8                                                                              | 14.9                                                                              | 9.4                                                                                 | 17.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.2                                                                               | 7.4                                                                               | 3.6                                                                               | 10.1                                                                              | 8.0                                                                               | 7.3                                                                               | 5.3                                                                                 | 11.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 1.1                                                                               | 0.0                                                                               | 1.2                                                                               | 0.8                                                                               | 1.6                                                                               | 0.1                                                                                 | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 23.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-17 Route 94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse

Existing\_AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 130                                                                               | 0                                                                                 | 58                                                                                | 81                                                                                  | 388                                                                                 | 0                                                                                   | 0                                                                                   | 283                                                                                 | 419                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 130                                                                               | 0                                                                                 | 58                                                                                | 81                                                                                  | 388                                                                                 | 0                                                                                   | 0                                                                                   | 283                                                                                 | 419                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1648                                                                              | 1900                                                                              | 1826                                                                              | 1663                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1752                                                                                | 1826                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 144                                                                               | 0                                                                                 | 64                                                                                | 90                                                                                  | 431                                                                                 | 0                                                                                   | 0                                                                                   | 314                                                                                 | 466                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 17                                                                                | 0                                                                                 | 5                                                                                 | 16                                                                                  | 7                                                                                   | 0                                                                                   | 0                                                                                   | 10                                                                                  | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 235                                                                               | 0                                                                                 | 201                                                                               | 401                                                                                 | 1125                                                                                | 0                                                                                   | 0                                                                                   | 707                                                                                 | 631                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.13                                                                              | 0.00                                                                              | 0.13                                                                              | 0.08                                                                                | 0.63                                                                                | 0.00                                                                                | 0.00                                                                                | 0.42                                                                                | 0.42                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1547                                                                              | 1584                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1752                                                                                | 1485                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 144                                                                               | 0                                                                                 | 64                                                                                | 90                                                                                  | 431                                                                                 | 0                                                                                   | 0                                                                                   | 314                                                                                 | 466                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1547                                                                              | 1584                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1664                                                                                | 1485                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 3.1                                                                               | 0.0                                                                               | 1.5                                                                               | 1.1                                                                                 | 4.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 10.8                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 3.1                                                                               | 0.0                                                                               | 1.5                                                                               | 1.1                                                                                 | 4.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 5.5                                                                                 | 10.8                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 235                                                                               | 0                                                                                 | 201                                                                               | 401                                                                                 | 1125                                                                                | 0                                                                                   | 0                                                                                   | 707                                                                                 | 631                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.61                                                                              | 0.00                                                                              | 0.32                                                                              | 0.22                                                                                | 0.38                                                                                | 0.00                                                                                | 0.00                                                                                | 0.44                                                                                | 0.74                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 882                                                                               | 0                                                                                 | 754                                                                               | 1047                                                                                | 1314                                                                                | 0                                                                                   | 0                                                                                   | 1217                                                                                | 1086                                                                                |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 16.9                                                                              | 0.0                                                                               | 16.2                                                                              | 6.7                                                                                 | 3.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 8.4                                                                                 | 9.9                                                                                 |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.6                                                                               | 0.0                                                                               | 0.9                                                                               | 0.3                                                                                 | 0.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.4                                                                                 | 1.7                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.2                                                                               | 0.0                                                                               | 0.1                                                                               | 0.2                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.3                                                                                 | 2.5                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 19.5                                                                              | 0.0                                                                               | 17.1                                                                              | 7.0                                                                                 | 4.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 8.8                                                                                 | 11.6                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 208                                                                               |                                                                                   |                                                                                     | 521                                                                                 |                                                                                     |                                                                                     | 780                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 18.7                                                                              |                                                                                   |                                                                                     | 4.5                                                                                 |                                                                                     |                                                                                     | 10.5                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 30.7                                                                              |                                                                                   |                                                                                   | 10.3                                                                              | 8.3                                                                               | 22.4                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.8                                                                               |                                                                                   |                                                                                   | 5.1                                                                               | 3.1                                                                               | 12.8                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 2.5                                                                               |                                                                                   |                                                                                   | 0.8                                                                               | 0.2                                                                               | 4.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120-269; Craigville Logistics Warehouse

Existing\_AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 255                                                                               | 1                                                                                 | 189                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 214                                                                                 | 257                                                                                 | 132                                                                                 | 281                                                                                 | 0                                                                                   |
| Future Volume (veh/h)        | 255                                                                               | 1                                                                                 | 189                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 214                                                                                 | 257                                                                                 | 132                                                                                 | 281                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1796                                                                              | 1870                                                                              | 1722                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1722                                                                                | 1781                                                                                | 1693                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 283                                                                               | 1                                                                                 | 210                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 238                                                                                 | 286                                                                                 | 147                                                                                 | 312                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         | 7                                                                                 | 2                                                                                 | 12                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 11                                                                                  | 12                                                                                  | 8                                                                                   | 14                                                                                  | 0                                                                                   |
| Cap, veh/h                   | 422                                                                               | 2                                                                                 | 390                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 481                                                                                 | 404                                                                                 | 509                                                                                 | 871                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.28                                                                                | 0.28                                                                                | 0.12                                                                                | 0.51                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1711                                                                              | 8                                                                                 | 1579                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1459                                                                                | 1697                                                                                | 1693                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 283                                                                               | 0                                                                                 | 211                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 238                                                                                 | 286                                                                                 | 147                                                                                 | 312                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1711                                                                              | 0                                                                                 | 1586                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1459                                                                                | 1697                                                                                | 1693                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 6.3                                                                               | 0.0                                                                               | 4.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 4.8                                                                                 | 7.4                                                                                 | 2.2                                                                                 | 4.6                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 6.3                                                                               | 0.0                                                                               | 4.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 4.8                                                                                 | 7.4                                                                                 | 2.2                                                                                 | 4.6                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 422                                                                               | 0                                                                                 | 391                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 481                                                                                 | 404                                                                                 | 509                                                                                 | 871                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.67                                                                              | 0.00                                                                              | 0.54                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.49                                                                                | 0.71                                                                                | 0.29                                                                                | 0.36                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 1224                                                                              | 0                                                                                 | 1135                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1243                                                                                | 1044                                                                                | 1117                                                                                | 1211                                                                                | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 14.3                                                                              | 0.0                                                                               | 13.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 12.7                                                                                | 13.6                                                                                | 7.8                                                                                 | 6.1                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.9                                                                               | 0.0                                                                               | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.8                                                                                 | 2.3                                                                                 | 0.3                                                                                 | 0.2                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.1                                                                               | 0.0                                                                               | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.5                                                                                 | 2.1                                                                                 | 0.5                                                                                 | 0.9                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.1                                                                              | 0.0                                                                               | 14.9                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 13.5                                                                                | 15.9                                                                                | 8.1                                                                                 | 6.3                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 494                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 524                                                                                |                                                                                     |                                                                                     | 459                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 14.8                                                                               |                                                                                     |                                                                                     | 6.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 16.6                                                                              | 15.3                                                                              |                                                                                   | 26.6                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.2                                                                               | 9.4                                                                               | 8.3                                                                               |                                                                                   | 6.6                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.3                                                                               | 2.2                                                                               | 2.1                                                                               |                                                                                   | 1.7                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 29   | 133  | 1    | 10   | 179  | 28   | 0    | 51   | 9    | 87   | 11   | 54   |
| Future Vol, veh/h        | 29   | 133  | 1    | 10   | 179  | 28   | 0    | 51   | 9    | 87   | 11   | 54   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 4    | -    |
| Peak Hour Factor         | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   |
| Heavy Vehicles, %        | 10   | 10   | 0    | 0    | 7    | 0    | 0    | 6    | 0    | 6    | 9    | 6    |
| Mvmt Flow                | 33   | 151  | 1    | 11   | 203  | 32   | 0    | 58   | 10   | 99   | 13   | 61   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |     | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 235    | 0 | 0 | 152    | 0 | 0 | 496    | 475   | 152 | 493    | 459   | 219   |
| Stage 1              | -      | - | - | -      | - | - | 218    | 218   | -   | 241    | 241   | -     |
| Stage 2              | -      | - | - | -      | - | - | 278    | 257   | -   | 252    | 218   | -     |
| Critical Hdwy        | 4.2    | - | - | 4.1    | - | - | 7.1    | 6.56  | 6.2 | 7.96   | 7.39  | 6.66  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.56  | -   | 6.96   | 6.39  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.56  | -   | 6.96   | 6.39  | -     |
| Follow-up Hdwy       | 2.29   | - | - | 2.2    | - | - | 3.5    | 4.054 | 3.3 | 3.554  | 4.081 | 3.354 |
| Pot Cap-1 Maneuver   | 1287   | - | - | 1441   | - | - | 487    | 483   | 900 | 430    | 441   | 791   |
| Stage 1              | -      | - | - | -      | - | - | 789    | 715   | -   | 714    | 657   | -     |
| Stage 2              | -      | - | - | -      | - | - | 733    | 688   | -   | 703    | 676   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -   | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1287   | - | - | 1441   | - | - | 427    | 465   | 900 | 374    | 425   | 791   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 427    | 465   | -   | 374    | 425   | -     |
| Stage 1              | -      | - | - | -      | - | - | 767    | 695   | -   | 694    | 651   | -     |
| Stage 2              | -      | - | - | -      | - | - | 657    | 682   | -   | 619    | 657   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.4 |  |  | 0.3 |  |  | 13.3 |  |  | 17.2 |  |  |
| HCM LOS              |     |  |  |     |  |  | B    |  |  | C    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 501   | 1287  | -   | -   | 1441  | -   | -   | 465   |
| HCM Lane V/C Ratio    | 0.136 | 0.026 | -   | -   | 0.008 | -   | -   | 0.371 |
| HCM Control Delay (s) | 13.3  | 7.9   | 0   | -   | 7.5   | 0   | -   | 17.2  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.5   | 0.1   | -   | -   | 0     | -   | -   | 1.7   |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 7.7                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 78                                                                                | 21     | 5     | 318                                                                               | 757                                                                               | 74   |
| Future Vol, veh/h        | 78                                                                                | 21     | 5     | 318                                                                               | 757                                                                               | 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, %                 | 6                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 91                                                                                | 91     | 91    | 91                                                                                | 91                                                                                | 91   |
| Heavy Vehicles, %        | 22                                                                                | 19     | 20    | 14                                                                                | 5                                                                                 | 5    |
| Mvmt Flow                | 86                                                                                | 23     | 5     | 349                                                                               | 832                                                                               | 81   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1232                                                                              | 873    | 913   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 873                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 359                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 7.82                                                                              | 6.99   | 4.3   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 6.82                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 6.82                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.698                                                                             | 3.471  | 2.38  | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 118                                                                               | 282    | 677   | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 282                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 590                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 117                                                                               | 282    | 677   | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 117                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 279                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 590                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 97.3                                                                              | 0.2    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | F                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 677                                                                               | -      | 134   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.008                                                                             | -      | 0.812 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 10.4                                                                              | 0      | 97.3  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | B                                                                                 | A      | F     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 5     | -                                                                                 | -                                                                                 |      |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.7                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL    | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 23                                                                                | 7    | 0      | 67                                                                                | 63                                                                                | 0    |
| Future Vol, veh/h        | 23                                                                                | 7    | 0      | 67                                                                                | 63                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free   | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -      | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -      | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -      | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87   | 87     | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 0                                                                                 | 0    | 0      | 4                                                                                 | 2                                                                                 | 0    |
| Mvmt Flow                | 26                                                                                | 8    | 0      | 77                                                                                | 72                                                                                | 0    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            |      | Major1 |                                                                                   | Major2                                                                            |      |
| Conflicting Flow All     | 149                                                                               | 72   | -      | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 72                                                                                | -    | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 77                                                                                | -    | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2  | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -    | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -    | -      | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3  | -      | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 848                                                                               | 996  | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 956                                                                               | -    | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 951                                                                               | -    | 0      | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |      |        | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 848                                                                               | 996  | -      | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 848                                                                               | -    | -      | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 956                                                                               | -    | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 951                                                                               | -    | -      | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | NB     |                                                                                   | SB                                                                                |      |
| HCM Control Delay, s     | 9.3                                                                               |      | 0      |                                                                                   | 0                                                                                 |      |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |      | SBT    |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | -                                                                                 |      | 878    |                                                                                   | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 |      | 0.039  |                                                                                   | -                                                                                 |      |
| HCM Control Delay (s)    | -                                                                                 |      | 9.3    |                                                                                   | -                                                                                 |      |
| HCM Lane LOS             | -                                                                                 |      | A      |                                                                                   | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 |      | 0.1    |                                                                                   | -                                                                                 |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.6    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 6      | 122                                                                               | 272                                                                               | 61     | 27                                                                                | 43   |
| Future Vol, veh/h        | 6      | 122                                                                               | 272                                                                               | 61     | 27                                                                                | 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, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 2                                                                                 | 4                                                                                 | 5      | 4                                                                                 | 0    |
| Mvmt Flow                | 7      | 136                                                                               | 302                                                                               | 68     | 30                                                                                | 48   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 370    | 0                                                                                 | -                                                                                 | 0      | 486                                                                               | 336  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 336                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 150                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.44                                                                              | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.44                                                                              | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.44                                                                              | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.536                                                                             | 3.3  |
| Pot Cap-1 Maneuver       | 1200   | -                                                                                 | -                                                                                 | -      | 537                                                                               | 711  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 719                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 873                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1200   | -                                                                                 | -                                                                                 | -      | 534                                                                               | 711  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 534                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 715                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 873                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 11.5   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1200   | -                                                                                 | -                                                                                 | -      | 630                                                                               |      |
| HCM Lane V/C Ratio       | 0.006  | -                                                                                 | -                                                                                 | -      | 0.123                                                                             |      |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -                                                                                 | -      | 11.5                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.4                                                                               |      |

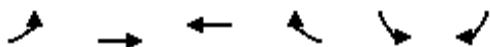
| Intersection             |        |       |      |        |      |      |        |       |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|--------|-------|------|------|------|------|
| Int Delay, s/veh         | 2.3    |       |      |        |      |      |        |       |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NEL    | NET   | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |        | ↰     |      |        | ↱    |      |        | ↱     |      |      |      |      |
| Traffic Vol, veh/h       | 159    | 126   | 0    | 0      | 315  | 1    | 0      | 0     | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 159    | 126   | 0    | 0      | 315  | 1    | 0      | 0     | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0      | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free | Free | Stop   | Stop  | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -    | None | -      | -     | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | -    | -      | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0    | -    | -      | 0     | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -      | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 84     | 84    | 84   | 84     | 84   | 84   | 84     | 84    | 84   | 84   | 84   | 84   |
| Heavy Vehicles, %        | 3      | 2     | 0    | 0      | 4    | 0    | 2      | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 189    | 150   | 0    | 0      | 375  | 1    | 0      | 0     | 0    | 0    | 0    | 0    |
| Major/Minor              | Major1 |       |      | Major2 |      |      | Minor1 |       |      |      |      |      |
| Conflicting Flow All     | 376    | 0     | -    | -      | -    | 0    | -      | 904   | -    | -    | -    | -    |
| Stage 1                  | -      | -     | -    | -      | -    | -    | -      | 528   | -    | -    | -    | -    |
| Stage 2                  | -      | -     | -    | -      | -    | -    | -      | 376   | -    | -    | -    | -    |
| Critical Hdwy            | 4.13   | -     | -    | -      | -    | -    | -      | 6.52  | -    | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -    | -    | -      | 5.52  | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    | -      | 5.52  | -    | -    | -    | -    |
| Follow-up Hdwy           | 2.227  | -     | -    | -      | -    | -    | -      | 4.018 | -    | -    | -    | -    |
| Pot Cap-1 Maneuver       | 1177   | -     | 0    | 0      | -    | -    | 0      | 277   | 0    | -    | -    | -    |
| Stage 1                  | -      | -     | 0    | 0      | -    | -    | 0      | 528   | 0    | -    | -    | -    |
| Stage 2                  | -      | -     | 0    | 0      | -    | -    | 0      | 616   | 0    | -    | -    | -    |
| Platoon blocked, %       | -      | -     | -    | -      | -    | -    | -      | -     | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | 1177   | -     | -    | -      | -    | -    | -      | 0     | -    | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -    | -    | -      | 0     | -    | -    | -    | -    |
| Stage 1                  | -      | -     | -    | -      | -    | -    | -      | 0     | -    | -    | -    | -    |
| Stage 2                  | -      | -     | -    | -      | -    | -    | -      | 0     | -    | -    | -    | -    |
| Approach                 | EB     |       |      | WB     |      |      | NE     |       |      |      |      |      |
| HCM Control Delay, s     | 4.8    | -     | -    | 0      | -    | -    | 0      | -     | -    | -    | -    | -    |
| HCM LOS                  | -      | -     | -    | -      | -    | -    | A      | -     | -    | -    | -    | -    |
| Minor Lane/Major Mvmt    | NELn1  | EBL   | EBT  | WBT    | WBR  |      |        |       |      |      |      |      |
| Capacity (veh/h)         | -      | 1177  | -    | -      | -    |      |        |       |      |      |      |      |
| HCM Lane V/C Ratio       | -      | 0.161 | -    | -      | -    |      |        |       |      |      |      |      |
| HCM Control Delay (s)    | 0      | 8.6   | 0    | -      | -    |      |        |       |      |      |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | -    |      |        |       |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | 0.6   | -    | -      | -    |      |        |       |      |      |      |      |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 7.3                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 37                                                                                | 176      | 86                                                                                | 4      | 92    | 26                                                                                |
| Future Vol, veh/h        | 37                                                                                | 176      | 86                                                                                | 4      | 92    | 26                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0      | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82     | 82    | 82                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3        | 5                                                                                 | 25     | 10    | 8                                                                                 |
| Mvmt Flow                | 45                                                                                | 215      | 105                                                                               | 5      | 112   | 32                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 364                                                                               | 108      | 0                                                                                 | 0      | 110   | 0                                                                                 |
| Stage 1                  | 108                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 256                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.23     | -                                                                                 | -      | 4.2   | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.327    | -                                                                                 | -      | 2.29  | -                                                                                 |
| Pot Cap-1 Maneuver       | 639                                                                               | 943      | -                                                                                 | -      | 1432  | -                                                                                 |
| Stage 1                  | 921                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 791                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 588                                                                               | 943      | -                                                                                 | -      | 1432  | -                                                                                 |
| Mov Cap-2 Maneuver       | 588                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 921                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 728                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 11.1                                                                              | 0        |                                                                                   | 6      |       |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        |                                                                                   | 853    | 1432  |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        |                                                                                   | 0.305  | 0.078 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        |                                                                                   | 11.1   | 7.7   |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        |                                                                                   | B      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        |                                                                                   | 1.3    | 0.3   |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
Existing \_PM Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 31   | 304   | 332   | 0    | 9                         | 340  |
| Future Volume (vph)               | 31   | 304   | 332   | 0    | 9                         | 340  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 1.00  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1820  | 1810  |      | 1529                      |      |
| Flt Permitted                     |      | 0.94  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1727  | 1810  |      | 1529                      |      |
| Peak-hour factor, PHF             | 0.98 | 0.98  | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 32   | 310   | 339   | 0    | 9                         | 347  |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 246                       | 0    |
| Lane Group Flow (vph)             | 0    | 342   | 339   | 0    | 110                       | 0    |
| Heavy Vehicles (%)                | 3%   | 4%    | 5%    | 0%   | 0%                        | 8%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 85.0  | 40.0  |      | 39.1                      |      |
| Effective Green, g (s)            |      | 85.0  | 40.0  |      | 39.1                      |      |
| Actuated g/C Ratio                |      | 0.63  | 0.30  |      | 0.29                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1094  | 539   |      | 445                       |      |
| v/s Ratio Prot                    |      |       | c0.19 |      | c0.07                     |      |
| v/s Ratio Perm                    |      | c0.20 |       |      |                           |      |
| v/c Ratio                         |      | 0.31  | 0.63  |      | 0.25                      |      |
| Uniform Delay, d1                 |      | 11.2  | 40.6  |      | 36.3                      |      |
| Progression Factor                |      | 0.17  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.4   | 3.9   |      | 0.3                       |      |
| Delay (s)                         |      | 2.4   | 44.5  |      | 36.6                      |      |
| Level of Service                  |      | A     | D     |      | D                         |      |
| Approach Delay (s)                |      | 2.4   | 44.5  |      | 36.6                      |      |
| Approach LOS                      |      | A     | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 27.9  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.40  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 134.1 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 69.2% |      | ICU Level of Service      | C    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse Existing \_PM Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 175  | 451  | 269   | 403  | 351                       | 160  |
| Future Volume (vph)               | 175  | 451  | 269   | 403  | 351                       | 160  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1810 | 1583 |       | 1757 | 1752                      | 1495 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.79 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1810 | 1583 |       | 1417 | 1752                      | 1495 |
| Peak-hour factor, PHF             | 0.98 | 0.98 | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 179  | 460  | 274   | 411  | 358                       | 163  |
| RTOR Reduction (vph)              | 0    | 323  | 0     | 0    | 0                         | 36   |
| Lane Group Flow (vph)             | 179  | 137  | 0     | 685  | 358                       | 127  |
| Heavy Vehicles (%)                | 5%   | 2%   | 9%    | 4%   | 3%                        | 8%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 40.0 | 40.0 |       | 84.1 | 40.0                      | 40.0 |
| Effective Green, g (s)            | 40.0 | 40.0 |       | 84.1 | 40.0                      | 40.0 |
| Actuated g/C Ratio                | 0.30 | 0.30 |       | 0.63 | 0.30                      | 0.30 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 539  | 472  |       | 888  | 522                       | 445  |
| v/s Ratio Prot                    | 0.10 |      |       |      | 0.20                      |      |
| v/s Ratio Perm                    |      | 0.09 |       | 0.48 |                           | 0.08 |
| v/c Ratio                         | 0.33 | 0.29 |       | 0.77 | 0.69                      | 0.28 |
| Uniform Delay, d1                 | 36.6 | 36.2 |       | 18.1 | 41.5                      | 36.1 |
| Progression Factor                | 1.00 | 1.00 |       | 0.78 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 1.0  | 1.0  |       | 4.4  | 7.2                       | 1.6  |
| Delay (s)                         | 37.7 | 37.1 |       | 18.5 | 48.7                      | 37.7 |
| Level of Service                  | D    | D    |       | B    | D                         | D    |
| Approach Delay (s)                | 37.3 |      |       | 18.5 | 45.2                      |      |
| Approach LOS                      | D    |      |       | B    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 32.5  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.77  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 134.1 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 78.0% |      | ICU Level of Service      | D    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

Existing \_PM Peak Hour

|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 112                                                                               | 307                                                                               | 210                                                                               | 377                                                                               | 355                                                                               | 22                                                                                | 261                                                                                 | 180                                                                                 | 250                                                                                 | 69                                                                                  | 151                                                                                 | 111                                                                                 |
| Future Volume (veh/h)        | 112                                                                               | 307                                                                               | 210                                                                               | 377                                                                               | 355                                                                               | 22                                                                                | 261                                                                                 | 180                                                                                 | 250                                                                                 | 69                                                                                  | 151                                                                                 | 111                                                                                 |
| 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                                                                              | 1885                                                                              | 1841                                                                              | 1826                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                                | 1885                                                                                | 1841                                                                                | 1841                                                                                | 1856                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 114                                                                               | 313                                                                               | 214                                                                               | 385                                                                               | 362                                                                               | 22                                                                                | 266                                                                                 | 184                                                                                 | 255                                                                                 | 70                                                                                  | 154                                                                                 | 113                                                                                 |
| 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                                                                                 | 1                                                                                 | 4                                                                                 | 5                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 149                                                                               | 436                                                                               | 291                                                                               | 503                                                                               | 486                                                                               | 30                                                                                | 262                                                                                 | 554                                                                                 | 458                                                                                 | 90                                                                                  | 197                                                                                 | 144                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.21                                                                              | 0.21                                                                              | 0.15                                                                              | 0.28                                                                              | 0.28                                                                              | 0.15                                                                                | 0.29                                                                                | 0.29                                                                                | 0.05                                                                                | 0.20                                                                                | 0.20                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 2057                                                                              | 1372                                                                              | 3374                                                                              | 1745                                                                              | 106                                                                               | 1781                                                                                | 1885                                                                                | 1558                                                                                | 1753                                                                                | 994                                                                                 | 729                                                                                 |
| Grp Volume(v), veh/h         | 114                                                                               | 272                                                                               | 255                                                                               | 385                                                                               | 0                                                                                 | 384                                                                               | 266                                                                                 | 184                                                                                 | 255                                                                                 | 70                                                                                  | 0                                                                                   | 267                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1791                                                                              | 1638                                                                              | 1687                                                                              | 0                                                                                 | 1851                                                                              | 1781                                                                                | 1885                                                                                | 1558                                                                                | 1753                                                                                | 0                                                                                   | 1723                                                                                |
| Q Serve(g_s), s              | 4.2                                                                               | 9.6                                                                               | 9.9                                                                               | 7.5                                                                               | 0.0                                                                               | 12.8                                                                              | 10.0                                                                                | 5.2                                                                                 | 9.4                                                                                 | 2.7                                                                                 | 0.0                                                                                 | 10.0                                                                                |
| Cycle Q Clear(g_c), s        | 4.2                                                                               | 9.6                                                                               | 9.9                                                                               | 7.5                                                                               | 0.0                                                                               | 12.8                                                                              | 10.0                                                                                | 5.2                                                                                 | 9.4                                                                                 | 2.7                                                                                 | 0.0                                                                                 | 10.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.84                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.42                                                                                |
| Lane Grp Cap(c), veh/h       | 149                                                                               | 379                                                                               | 347                                                                               | 503                                                                               | 0                                                                                 | 515                                                                               | 262                                                                                 | 554                                                                                 | 458                                                                                 | 90                                                                                  | 0                                                                                   | 341                                                                                 |
| V/C Ratio(X)                 | 0.76                                                                              | 0.72                                                                              | 0.74                                                                              | 0.77                                                                              | 0.00                                                                              | 0.75                                                                              | 1.02                                                                                | 0.33                                                                                | 0.56                                                                                | 0.78                                                                                | 0.00                                                                                | 0.78                                                                                |
| Avail Cap(c_a), veh/h        | 399                                                                               | 658                                                                               | 602                                                                               | 744                                                                               | 0                                                                                 | 1089                                                                              | 262                                                                                 | 693                                                                                 | 573                                                                                 | 258                                                                                 | 0                                                                                   | 633                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 30.6                                                                              | 24.9                                                                              | 25.0                                                                              | 27.8                                                                              | 0.0                                                                               | 22.3                                                                              | 29.0                                                                                | 18.8                                                                                | 20.3                                                                                | 31.9                                                                                | 0.0                                                                                 | 25.9                                                                                |
| Incr Delay (d2), s/veh       | 7.8                                                                               | 2.5                                                                               | 3.0                                                                               | 2.8                                                                               | 0.0                                                                               | 2.2                                                                               | 59.7                                                                                | 0.3                                                                                 | 1.1                                                                                 | 13.7                                                                                | 0.0                                                                                 | 3.9                                                                                 |
| 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     | 2.0                                                                               | 4.0                                                                               | 3.8                                                                               | 3.0                                                                               | 0.0                                                                               | 5.3                                                                               | 8.3                                                                                 | 2.1                                                                                 | 3.3                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 38.4                                                                              | 27.4                                                                              | 28.1                                                                              | 30.6                                                                              | 0.0                                                                               | 24.5                                                                              | 88.7                                                                                | 19.1                                                                                | 21.3                                                                                | 45.6                                                                                | 0.0                                                                                 | 29.8                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 641                                                                               |                                                                                   |                                                                                   | 769                                                                               |                                                                                   |                                                                                     | 705                                                                                 |                                                                                     |                                                                                     | 337                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 29.6                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                     | 46.2                                                                                |                                                                                     |                                                                                     | 33.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.6                                                                              | 23.9                                                                              | 8.5                                                                               | 25.0                                                                              | 15.1                                                                              | 19.4                                                                              | 15.0                                                                                | 18.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.2                                                                               | 14.8                                                                              | 4.7                                                                               | 11.4                                                                              | 9.5                                                                               | 11.9                                                                              | 12.0                                                                                | 12.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 2.2                                                                               | 0.1                                                                               | 1.5                                                                               | 0.7                                                                               | 2.5                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 34.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

Existing \_PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 244                                                                               | 0                                                                                 | 163                                                                               | 222                                                                                 | 528                                                                                 | 0                                                                                   | 0                                                                                   | 313                                                                                 | 425                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 244                                                                               | 0                                                                                 | 163                                                                               | 222                                                                                 | 528                                                                                 | 0                                                                                   | 0                                                                                   | 313                                                                                 | 425                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1707                                                                              | 1900                                                                              | 1885                                                                              | 1811                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1841                                                                                | 1826                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 249                                                                               | 0                                                                                 | 166                                                                               | 227                                                                                 | 539                                                                                 | 0                                                                                   | 0                                                                                   | 319                                                                                 | 434                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 13                                                                                | 0                                                                                 | 1                                                                                 | 6                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 4                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 361                                                                               | 0                                                                                 | 319                                                                               | 447                                                                                 | 1105                                                                                | 0                                                                                   | 0                                                                                   | 649                                                                                 | 579                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.20                                                                              | 0.00                                                                              | 0.20                                                                              | 0.12                                                                                | 0.60                                                                                | 0.00                                                                                | 0.00                                                                                | 0.37                                                                                | 0.37                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1598                                                                              | 1725                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1841                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 249                                                                               | 0                                                                                 | 166                                                                               | 227                                                                                 | 539                                                                                 | 0                                                                                   | 0                                                                                   | 319                                                                                 | 434                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1598                                                                              | 1725                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1749                                                                                | 1560                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 6.2                                                                               | 0.0                                                                               | 4.5                                                                               | 3.4                                                                                 | 8.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 11.8                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 6.2                                                                               | 0.0                                                                               | 4.5                                                                               | 3.4                                                                                 | 8.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.9                                                                                 | 11.8                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 361                                                                               | 0                                                                                 | 319                                                                               | 447                                                                                 | 1105                                                                                | 0                                                                                   | 0                                                                                   | 649                                                                                 | 579                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.69                                                                              | 0.00                                                                              | 0.52                                                                              | 0.51                                                                                | 0.49                                                                                | 0.00                                                                                | 0.00                                                                                | 0.49                                                                                | 0.75                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 741                                                                               | 0                                                                                 | 654                                                                               | 942                                                                                 | 1140                                                                                | 0                                                                                   | 0                                                                                   | 1074                                                                                | 958                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 18.1                                                                              | 0.0                                                                               | 17.5                                                                              | 9.0                                                                                 | 5.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.8                                                                                | 13.4                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.4                                                                               | 0.0                                                                               | 1.3                                                                               | 0.9                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.6                                                                                 | 2.0                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 2.5                                                                               | 0.0                                                                               | 0.1                                                                               | 0.9                                                                                 | 1.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.1                                                                                 | 3.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 20.5                                                                              | 0.0                                                                               | 18.8                                                                              | 9.9                                                                                 | 6.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 12.4                                                                                | 15.4                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 415                                                                               |                                                                                   |                                                                                     | 766                                                                                 |                                                                                     |                                                                                     | 753                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.8                                                                              |                                                                                   |                                                                                     | 7.1                                                                                 |                                                                                     |                                                                                     | 14.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 34.1                                                                              |                                                                                   |                                                                                   | 14.7                                                                              | 11.0                                                                              | 23.1                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.1                                                                              |                                                                                   |                                                                                   | 8.2                                                                               | 5.4                                                                               | 13.8                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.2                                                                               |                                                                                   |                                                                                   | 1.5                                                                               | 0.5                                                                               | 4.3                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

Existing \_PM Peak Hour

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations          |      |      |      |      |     |     |      |      |      |      |      |      |
| Traffic Volume (veh/h)       | 311  | 0    | 204  | 0    | 0   | 0   | 0    | 439  | 193  | 108  | 449  | 0    |
| Future Volume (veh/h)        | 311  | 0    | 204  | 0    | 0   | 0   | 0    | 439  | 193  | 108  | 449  | 0    |
| Initial Q (Qb), veh          | 0    | 0    | 0    |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 |      |     |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      |     |     | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 1856 | 1900 | 1693 |      |     |     | 0    | 1826 | 1752 | 1885 | 1752 | 0    |
| Adj Flow Rate, veh/h         | 324  | 0    | 212  |      |     |     | 0    | 457  | 201  | 112  | 468  | 0    |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 |      |     |     | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 3    | 0    | 14   |      |     |     | 0    | 5    | 10   | 1    | 10   | 0    |
| Cap, veh/h                   | 450  | 0    | 410  |      |     |     | 0    | 603  | 490  | 419  | 942  | 0    |
| Arrive On Green              | 0.25 | 0.00 | 0.25 |      |     |     | 0.00 | 0.33 | 0.33 | 0.10 | 0.54 | 0.00 |
| Sat Flow, veh/h              | 1767 | 0    | 1610 |      |     |     | 0    | 1826 | 1485 | 1795 | 1752 | 0    |
| Grp Volume(v), veh/h         | 324  | 0    | 212  |      |     |     | 0    | 457  | 201  | 112  | 468  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1767 | 0    | 1610 |      |     |     | 0    | 1826 | 1485 | 1795 | 1752 | 0    |
| Q Serve(g_s), s              | 8.1  | 0.0  | 5.4  |      |     |     | 0.0  | 10.8 | 5.1  | 1.7  | 8.1  | 0.0  |
| Cycle Q Clear(g_c), s        | 8.1  | 0.0  | 5.4  |      |     |     | 0.0  | 10.8 | 5.1  | 1.7  | 8.1  | 0.0  |
| Prop In Lane                 | 1.00 |      | 1.00 |      |     |     | 0.00 |      | 1.00 | 1.00 |      | 0.00 |
| Lane Grp Cap(c), veh/h       | 450  | 0    | 410  |      |     |     | 0    | 603  | 490  | 419  | 942  | 0    |
| V/C Ratio(X)                 | 0.72 | 0.00 | 0.52 |      |     |     | 0.00 | 0.76 | 0.41 | 0.27 | 0.50 | 0.00 |
| Avail Cap(c_a), veh/h        | 1101 | 0    | 1003 |      |     |     | 0    | 1137 | 925  | 978  | 1091 | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 |      |     |     | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 16.4 | 0.0  | 15.4 |      |     |     | 0.0  | 14.4 | 12.5 | 9.0  | 7.0  | 0.0  |
| Incr Delay (d2), s/veh       | 2.2  | 0.0  | 1.0  |      |     |     | 0.0  | 2.0  | 0.6  | 0.3  | 0.4  | 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  |
| %ile BackOfQ(50%),veh/ln     | 3.0  | 0.0  | 1.8  |      |     |     | 0.0  | 3.8  | 1.4  | 0.5  | 1.9  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |     |     |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 18.6 | 0.0  | 16.4 |      |     |     | 0.0  | 16.4 | 13.0 | 9.4  | 7.4  | 0.0  |
| LnGrp LOS                    | B    | A    | B    |      |     |     | A    | B    | B    | A    | A    | A    |
| Approach Vol, veh/h          | 536  |      |      |      |     |     | 658  |      |      | 580  |      |      |
| Approach Delay, s/veh        | 17.7 |      |      |      |     |     | 15.4 |      |      | 7.8  |      |      |
| Approach LOS                 | B    |      |      |      |     |     | B    |      |      | A    |      |      |
| Timer - Assigned Phs         | 1    | 2    |      | 4    |     |     | 6    |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 10.0 | 20.9 |      | 17.3 |     |     | 30.9 |      |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  | 5.0  |      | 5.0  |     |     | 5.0  |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 20.0 | 30.0 |      | 30.0 |     |     | 30.0 |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 3.7  | 12.8 |      | 10.1 |     |     | 10.1 |      |      |      |      |      |
| Green Ext Time (p_c), s      | 0.2  | 3.1  |      | 2.2  |     |     | 2.7  |      |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |     |     |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      |      | 13.6 |     |     |      |      |      |      |      |      |
| HCM 6th LOS                  |      |      |      | B    |     |     |      |      |      |      |      |      |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 10.2   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 42     | 156                                                                               | 3    | 17     | 298                                                                               | 79   | 1      | 30                                                                                | 19   | 103    | 38                                                                                  | 56    |
| Future Vol, veh/h        | 42     | 156                                                                               | 3    | 17     | 298                                                                               | 79   | 1      | 30                                                                                | 19   | 103    | 38                                                                                  | 56    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                  | 90    |
| Heavy Vehicles, %        | 2      | 3                                                                                 | 0    | 6      | 4                                                                                 | 4    | 0      | 0                                                                                 | 0    | 1      | 5                                                                                   | 5     |
| Mvmt Flow                | 47     | 173                                                                               | 3    | 19     | 331                                                                               | 88   | 1      | 33                                                                                | 21   | 114    | 42                                                                                  | 62    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 419    | 0                                                                                 | 0    | 176    | 0                                                                                 | 0    | 734    | 726                                                                               | 175  | 709    | 683                                                                                 | 375   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 269    | 269                                                                               | -    | 413    | 413                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 465    | 457                                                                               | -    | 296    | 270                                                                                 | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.16   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.91   | 7.35                                                                                | 6.65  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.35                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.35                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.254  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.509  | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver       | 1140   | -                                                                                 | -    | 1376   | -                                                                                 | -    | 338    | 354                                                                               | 874  | 299    | 316                                                                                 | 638   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 741    | 690                                                                               | -    | 564    | 537                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 581    | 571                                                                               | -    | 669    | 641                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1140   | -                                                                                 | -    | 1376   | -                                                                                 | -    | 259    | 332                                                                               | 874  | 257    | 296                                                                                 | 638   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 259    | 332                                                                               | -    | 257    | 296                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 707    | 658                                                                               | -    | 538    | 527                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 474    | 561                                                                               | -    | 591    | 612                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s     | 1.7    |                                                                                   |      | 0.3    |                                                                                   |      | 14.6   |                                                                                   |      | 37.7   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      | E      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 431    | 1140                                                                              | -    | -      | 1376                                                                              | -    | -      | 319                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.129  | 0.041                                                                             | -    | -      | 0.014                                                                             | -    | -      | 0.686                                                                             |      |        |                                                                                     |       |
| HCM Control Delay (s)    | 14.6   | 8.3                                                                               | 0    | -      | 7.7                                                                               | 0    | -      | 37.7                                                                              |      |        |                                                                                     |       |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | E                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.4    | 0.1                                                                               | -    | -      | 0                                                                                 | -    | -      | 4.8                                                                               |      |        |                                                                                     |       |

| Intersection               |                                                                                   |                        |       |                                                                                   |                                                                                   |                                |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------|
| Int Delay, s/veh           | 78.7                                                                              |                        |       |                                                                                   |                                                                                   |                                |
| Movement                   | EBL                                                                               | EBR                    | NBL   | NBT                                                                               | SBT                                                                               | SBR                            |
| Lane Configurations        |  |                        |       |  |  |                                |
| Traffic Vol, veh/h         | 151                                                                               | 30                     | 16    | 921                                                                               | 478                                                                               | 70                             |
| Future Vol, veh/h          | 151                                                                               | 30                     | 16    | 921                                                                               | 478                                                                               | 70                             |
| 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, %                   | 6                                                                                 | -                      | -     | 0                                                                                 | 0                                                                                 | -                              |
| Peak Hour Factor           | 94                                                                                | 94                     | 94    | 94                                                                                | 94                                                                                | 94                             |
| Heavy Vehicles, %          | 3                                                                                 | 0                      | 6     | 2                                                                                 | 5                                                                                 | 4                              |
| Mvmt Flow                  | 161                                                                               | 32                     | 17    | 980                                                                               | 509                                                                               | 74                             |
|                            |                                                                                   |                        |       |                                                                                   |                                                                                   |                                |
| Major/Minor                | Minor2                                                                            | Major1                 |       | Major2                                                                            |                                                                                   |                                |
| Conflicting Flow All       | 1560                                                                              | 546                    | 583   | 0                                                                                 | -                                                                                 | 0                              |
| Stage 1                    | 546                                                                               | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Stage 2                    | 1014                                                                              | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Critical Hdwy              | 7.63                                                                              | 6.8                    | 4.16  | -                                                                                 | -                                                                                 | -                              |
| Critical Hdwy Stg 1        | 6.63                                                                              | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Critical Hdwy Stg 2        | 6.63                                                                              | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Follow-up Hdwy             | 3.527                                                                             | 3.3                    | 2.254 | -                                                                                 | -                                                                                 | -                              |
| Pot Cap-1 Maneuver         | ~ 73                                                                              | 494                    | 972   | -                                                                                 | -                                                                                 | -                              |
| Stage 1                    | 482                                                                               | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Stage 2                    | 249                                                                               | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Platoon blocked, %         |                                                                                   |                        |       | -                                                                                 | -                                                                                 | -                              |
| Mov Cap-1 Maneuver         | ~ 70                                                                              | 494                    | 972   | -                                                                                 | -                                                                                 | -                              |
| Mov Cap-2 Maneuver         | ~ 70                                                                              | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Stage 1                    | 464                                                                               | -                      | -     | -                                                                                 | -                                                                                 | -                              |
| Stage 2                    | 249                                                                               | -                      | -     | -                                                                                 | -                                                                                 | -                              |
|                            |                                                                                   |                        |       |                                                                                   |                                                                                   |                                |
| Approach                   | EB                                                                                | NB                     |       | SB                                                                                |                                                                                   |                                |
| HCM Control Delay, s\$     | 724.3                                                                             | 0.1                    |       | 0                                                                                 |                                                                                   |                                |
| HCM LOS                    | F                                                                                 |                        |       |                                                                                   |                                                                                   |                                |
|                            |                                                                                   |                        |       |                                                                                   |                                                                                   |                                |
| Minor Lane/Major Mvmt      | NBL                                                                               | NBT                    | EBLn1 | SBT                                                                               | SBR                                                                               |                                |
| Capacity (veh/h)           | 972                                                                               | -                      | 82    | -                                                                                 | -                                                                                 |                                |
| HCM Lane V/C Ratio         | 0.018                                                                             | -                      | 2.348 | -                                                                                 | -                                                                                 |                                |
| HCM Control Delay (s)      | 8.8                                                                               | 0\$ 724.3              |       | -                                                                                 | -                                                                                 |                                |
| HCM Lane LOS               | A                                                                                 | A                      | F     | -                                                                                 | -                                                                                 |                                |
| HCM 95th %tile Q(veh)      | 0.1                                                                               | -                      | 17.9  | -                                                                                 | -                                                                                 |                                |
| Notes                      |                                                                                   |                        |       |                                                                                   |                                                                                   |                                |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |       | +: Computation Not Defined                                                        |                                                                                   | *: All major volume in platoon |

| Intersection             |                                                                                   |        |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.9                                                                               |        |        |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL    | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |        |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 4      | 0      | 33                                                                                | 26                                                                                | 0    |
| Future Vol, veh/h        | 3                                                                                 | 4      | 0      | 33                                                                                | 26                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free   | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -      | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -      | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -      | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 83                                                                                | 83     | 83     | 83                                                                                | 83                                                                                | 83   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 4                                                                                 | 5      | 0      | 40                                                                                | 31                                                                                | 0    |
| Major/Minor              | Minor2                                                                            | Major1 | Major2 |                                                                                   |                                                                                   |      |
| Conflicting Flow All     | 71                                                                                | 31     | -      | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 31                                                                                | -      | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 40                                                                                | -      | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2    | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -      | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -      | -      | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3    | -      | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 938                                                                               | 1049   | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 997                                                                               | -      | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 988                                                                               | -      | 0      | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |        | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 938                                                                               | 1049   | -      | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 938                                                                               | -      | -      | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 997                                                                               | -      | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 988                                                                               | -      | -      | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     | SB     |                                                                                   |                                                                                   |      |
| HCM Control Delay, s     | 8.6                                                                               | 0      | 0      |                                                                                   |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT                                                                               | EBLn1  | SBT    |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | -                                                                                 | 998    | -      |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | -                                                                                 | 0.008  | -      |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | -                                                                                 | 8.6    | -      |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | -                                                                                 | A      | -      |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | -                                                                                 | 0      | -      |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 4      | 112                                                                               | 182                                                                               | 29     | 21                                                                                | 9    |
| Future Vol, veh/h        | 4      | 112                                                                               | 182                                                                               | 29     | 21                                                                                | 9    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 3                                                                                 | 3                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 4      | 124                                                                               | 202                                                                               | 32     | 23                                                                                | 10   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 234    | 0                                                                                 | -                                                                                 | 0      | 350                                                                               | 218  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 218                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 132                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 1345   | -                                                                                 | -                                                                                 | -      | 651                                                                               | 827  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 823                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 899                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1345   | -                                                                                 | -                                                                                 | -      | 649                                                                               | 827  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 649                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 821                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 899                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.3    | 0                                                                                 |                                                                                   | 10.4   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1345   | -                                                                                 | -                                                                                 | -      | 694                                                                               |      |
| HCM Lane V/C Ratio       | 0.003  | -                                                                                 | -                                                                                 | -      | 0.048                                                                             |      |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 10.4                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↱    |      |      |      |      |
| Traffic Vol, veh/h       | 161  | 121  | 0    | 0    | 191  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 161  | 121  | 0    | 0    | 191  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 1    | 2    | 0    | 0    | 4    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 173  | 130  | 0    | 0    | 205  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 |   | Minor1 |   |   |   |       |   |
|----------------------|--------|--------|---|--------|---|---|---|-------|---|
| Conflicting Flow All | 206    | 0      | - | -      | - | 0 | - | 682   | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 476   | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 206   | - |
| Critical Hdwy        | 4.11   | -      | - | -      | - | - | - | 6.52  | - |
| Critical Hdwy Stg 1  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Critical Hdwy Stg 2  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Follow-up Hdwy       | 2.209  | -      | - | -      | - | - | - | 4.018 | - |
| Pot Cap-1 Maneuver   | 1371   | -      | 0 | 0      | - | - | 0 | 372   | 0 |
| Stage 1              | -      | -      | 0 | 0      | - | - | 0 | 557   | 0 |
| Stage 2              | -      | -      | 0 | 0      | - | - | 0 | 731   | 0 |
| Platoon blocked, %   | -      | -      | - | -      | - | - | - | -     | - |
| Mov Cap-1 Maneuver   | 1371   | -      | - | -      | - | - | - | 0     | - |
| Mov Cap-2 Maneuver   | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 0     | - |

| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 4.6 | 0  | 0  |
| HCM LOS              |     |    | A  |

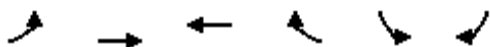
| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1371  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.126 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 8     | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.4   | -   | -   | -   |

| Intersection             |                                                                                   |          |                                                                                   |       |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.6                                                                               |          |                                                                                   |       |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |       |       |  |
| Traffic Vol, veh/h       | 5                                                                                 | 57       | 30                                                                                | 6     | 60    | 21                                                                                |
| Future Vol, veh/h        | 5                                                                                 | 57       | 30                                                                                | 6     | 60    | 21                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Peak Hour Factor         | 84                                                                                | 84       | 84                                                                                | 84    | 84    | 84                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 4        | 0                                                                                 | 0     | 2     | 0                                                                                 |
| Mvmt Flow                | 6                                                                                 | 68       | 36                                                                                | 7     | 71    | 25                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |       |                                                                                   |
| Conflicting Flow All     | 207                                                                               | 40       | 0                                                                                 | 0     | 43    | 0                                                                                 |
| Stage 1                  | 40                                                                                | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 167                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.24     | -                                                                                 | -     | 4.12  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.336    | -                                                                                 | -     | 2.218 | -                                                                                 |
| Pot Cap-1 Maneuver       | 786                                                                               | 1026     | -                                                                                 | -     | 1566  | -                                                                                 |
| Stage 1                  | 988                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 867                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 750                                                                               | 1026     | -                                                                                 | -     | 1566  | -                                                                                 |
| Mov Cap-2 Maneuver       | 750                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 1                  | 988                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 827                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB    |       |                                                                                   |
| HCM Control Delay, s     | 8.9                                                                               | 0        |                                                                                   | 5.5   |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |       |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 996                                                                               | 1566  | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.074                                                                             | 0.046 | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 8.9                                                                               | 7.4   | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A     | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.2                                                                               | 0.1   | -     |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
Existing \_SAT Midday Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      |       |       |      |                           |      |
| Traffic Volume (vph)              | 45   | 298   | 211   | 3    | 12                        | 188  |
| Future Volume (vph)               | 45   | 298   | 211   | 3    | 12                        | 188  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 0.99  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1851  | 1842  |      | 1639                      |      |
| Flt Permitted                     |      | 0.93  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1741  | 1842  |      | 1639                      |      |
| Peak-hour factor, PHF             | 0.96 | 0.96  | 0.96  | 0.96 | 0.96                      | 0.96 |
| Adj. Flow (vph)                   | 47   | 310   | 220   | 3    | 12                        | 196  |
| RTOR Reduction (vph)              | 0    | 0     | 1     | 0    | 153                       | 0    |
| Lane Group Flow (vph)             | 0    | 357   | 222   | 0    | 56                        | 0    |
| Heavy Vehicles (%)                | 2%   | 2%    | 3%    | 0%   | 0%                        | 1%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 82.6  | 37.2  |      | 26.2                      |      |
| Effective Green, g (s)            |      | 82.6  | 37.2  |      | 26.2                      |      |
| Actuated g/C Ratio                |      | 0.70  | 0.31  |      | 0.22                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1210  | 576   |      | 361                       |      |
| v/s Ratio Prot                    |      |       | c0.12 |      | c0.03                     |      |
| v/s Ratio Perm                    |      | c0.21 |       |      |                           |      |
| v/c Ratio                         |      | 0.30  | 0.39  |      | 0.16                      |      |
| Uniform Delay, d1                 |      | 6.9   | 31.9  |      | 37.4                      |      |
| Progression Factor                |      | 0.14  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.4   | 1.2   |      | 0.2                       |      |
| Delay (s)                         |      | 1.4   | 33.1  |      | 37.6                      |      |
| Level of Service                  |      | A     | C     |      | D                         |      |
| Approach Delay (s)                |      | 1.4   | 33.1  |      | 37.6                      |      |
| Approach LOS                      |      | A     | C     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 19.9  |      | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.30  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 118.8 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 54.2% |      | ICU Level of Service      | A    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse Existing \_SAT Midday Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 218                                                                               | 407                                                                               | 138                                                                               | 261                                                                               | 403                                                                               | 125                                                                               |
| Future Volume (vph)               | 218                                                                               | 407                                                                               | 138                                                                               | 261                                                                               | 403                                                                               | 125                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1831                                                                              | 1787                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.80                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1491                                                                              | 1787                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Adj. Flow (vph)                   | 227                                                                               | 424                                                                               | 144                                                                               | 272                                                                               | 420                                                                               | 130                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 291                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 23                                                                                |
| Lane Group Flow (vph)             | 227                                                                               | 133                                                                               | 0                                                                                 | 416                                                                               | 420                                                                               | 107                                                                               |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 2%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 37.2                                                                              | 37.2                                                                              |                                                                                   | 68.4                                                                              | 40.4                                                                              | 40.4                                                                              |
| Effective Green, g (s)            | 37.2                                                                              | 37.2                                                                              |                                                                                   | 68.4                                                                              | 40.4                                                                              | 40.4                                                                              |
| Actuated g/C Ratio                | 0.31                                                                              | 0.31                                                                              |                                                                                   | 0.58                                                                              | 0.34                                                                              | 0.34                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 589                                                                               | 500                                                                               |                                                                                   | 858                                                                               | 607                                                                               | 538                                                                               |
| v/s Ratio Prot                    | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                   | c0.24                                                                             |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.08                                                                              |                                                                                   | c0.28                                                                             |                                                                                   | 0.07                                                                              |
| v/c Ratio                         | 0.39                                                                              | 0.27                                                                              |                                                                                   | 0.48                                                                              | 0.69                                                                              | 0.20                                                                              |
| Uniform Delay, d1                 | 31.9                                                                              | 30.6                                                                              |                                                                                   | 14.8                                                                              | 33.8                                                                              | 27.7                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.45                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.2                                                                               | 0.8                                                                               |                                                                                   | 1.2                                                                               | 6.4                                                                               | 0.8                                                                               |
| Delay (s)                         | 33.1                                                                              | 31.4                                                                              |                                                                                   | 7.8                                                                               | 40.2                                                                              | 28.6                                                                              |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay (s)                | 32.0                                                                              |                                                                                   |                                                                                   | 7.8                                                                               | 37.4                                                                              |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 27.6                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.59                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 118.8                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 67.7%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

Existing \_SAT Midday Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 122                                                                               | 312                                                                               | 208                                                                               | 309                                                                               | 331                                                                               | 24                                                                                | 251                                                                                 | 140                                                                                 | 257                                                                                 | 56                                                                                  | 171                                                                                 | 140                                                                                 |
| Future Volume (veh/h)        | 122                                                                               | 312                                                                               | 208                                                                               | 309                                                                               | 331                                                                               | 24                                                                                | 251                                                                                 | 140                                                                                 | 257                                                                                 | 56                                                                                  | 171                                                                                 | 140                                                                                 |
| 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                                                                              | 1856                                                                              | 1870                                                                              | 1870                                                                              | 1781                                                                              | 1900                                                                                | 1870                                                                                | 1856                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 131                                                                               | 335                                                                               | 224                                                                               | 332                                                                               | 356                                                                               | 26                                                                                | 270                                                                                 | 151                                                                                 | 276                                                                                 | 60                                                                                  | 184                                                                                 | 151                                                                                 |
| Peak Hour Factor             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 3                                                                                 | 2                                                                                 | 2                                                                                 | 8                                                                                 | 0                                                                                   | 2                                                                                   | 3                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 169                                                                               | 455                                                                               | 298                                                                               | 447                                                                               | 436                                                                               | 32                                                                                | 254                                                                                 | 617                                                                                 | 519                                                                                 | 77                                                                                  | 221                                                                                 | 181                                                                                 |
| Arrive On Green              | 0.09                                                                              | 0.22                                                                              | 0.22                                                                              | 0.13                                                                              | 0.25                                                                              | 0.25                                                                              | 0.14                                                                                | 0.33                                                                                | 0.33                                                                                | 0.04                                                                                | 0.23                                                                                | 0.23                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 2090                                                                              | 1369                                                                              | 3456                                                                              | 1722                                                                              | 126                                                                               | 1810                                                                                | 1870                                                                                | 1572                                                                                | 1810                                                                                | 950                                                                                 | 780                                                                                 |
| Grp Volume(v), veh/h         | 131                                                                               | 288                                                                               | 271                                                                               | 332                                                                               | 0                                                                                 | 382                                                                               | 270                                                                                 | 151                                                                                 | 276                                                                                 | 60                                                                                  | 0                                                                                   | 335                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1805                                                                              | 1654                                                                              | 1728                                                                              | 0                                                                                 | 1848                                                                              | 1810                                                                                | 1870                                                                                | 1572                                                                                | 1810                                                                                | 0                                                                                   | 1730                                                                                |
| Q Serve(g_s), s              | 5.0                                                                               | 10.6                                                                              | 10.9                                                                              | 6.6                                                                               | 0.0                                                                               | 13.9                                                                              | 10.0                                                                                | 4.2                                                                                 | 10.2                                                                                | 2.3                                                                                 | 0.0                                                                                 | 13.1                                                                                |
| Cycle Q Clear(g_c), s        | 5.0                                                                               | 10.6                                                                              | 10.9                                                                              | 6.6                                                                               | 0.0                                                                               | 13.9                                                                              | 10.0                                                                                | 4.2                                                                                 | 10.2                                                                                | 2.3                                                                                 | 0.0                                                                                 | 13.1                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.83                                                                              | 1.00                                                                              |                                                                                   | 0.07                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.45                                                                                |
| Lane Grp Cap(c), veh/h       | 169                                                                               | 393                                                                               | 360                                                                               | 447                                                                               | 0                                                                                 | 468                                                                               | 254                                                                                 | 617                                                                                 | 519                                                                                 | 77                                                                                  | 0                                                                                   | 402                                                                                 |
| V/C Ratio(X)                 | 0.77                                                                              | 0.73                                                                              | 0.75                                                                              | 0.74                                                                              | 0.00                                                                              | 0.82                                                                              | 1.06                                                                                | 0.24                                                                                | 0.53                                                                                | 0.78                                                                                | 0.00                                                                                | 0.83                                                                                |
| Avail Cap(c_a), veh/h        | 380                                                                               | 633                                                                               | 580                                                                               | 727                                                                               | 0                                                                                 | 1036                                                                              | 254                                                                                 | 655                                                                                 | 551                                                                                 | 254                                                                                 | 0                                                                                   | 606                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 31.6                                                                              | 26.0                                                                              | 26.1                                                                              | 29.9                                                                              | 0.0                                                                               | 25.1                                                                              | 30.7                                                                                | 17.4                                                                                | 19.4                                                                                | 33.8                                                                                | 0.0                                                                                 | 26.1                                                                                |
| Incr Delay (d2), s/veh       | 7.3                                                                               | 2.7                                                                               | 3.2                                                                               | 2.5                                                                               | 0.0                                                                               | 3.5                                                                               | 74.6                                                                                | 0.2                                                                                 | 0.9                                                                                 | 15.1                                                                                | 0.0                                                                                 | 6.1                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.4                                                                               | 4.5                                                                               | 4.2                                                                               | 2.7                                                                               | 0.0                                                                               | 6.0                                                                               | 9.3                                                                                 | 1.7                                                                                 | 3.6                                                                                 | 1.3                                                                                 | 0.0                                                                                 | 5.8                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 38.9                                                                              | 28.7                                                                              | 29.3                                                                              | 32.4                                                                              | 0.0                                                                               | 28.6                                                                              | 105.2                                                                               | 17.6                                                                                | 20.3                                                                                | 48.9                                                                                | 0.0                                                                                 | 32.2                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 690                                                                               |                                                                                   |                                                                                   | 714                                                                               |                                                                                   |                                                                                     | 697                                                                                 |                                                                                     |                                                                                     | 395                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 30.8                                                                              |                                                                                   |                                                                                   | 30.4                                                                              |                                                                                   |                                                                                     | 52.6                                                                                |                                                                                     |                                                                                     | 34.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.7                                                                              | 23.1                                                                              | 8.0                                                                               | 28.5                                                                              | 14.2                                                                              | 20.5                                                                              | 15.0                                                                                | 21.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 7.0                                                                               | 15.9                                                                              | 4.3                                                                               | 12.2                                                                              | 8.6                                                                               | 12.9                                                                              | 12.0                                                                                | 15.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 2.2                                                                               | 0.0                                                                               | 1.4                                                                               | 0.6                                                                               | 2.6                                                                               | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 37.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-17 Route 94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse Existing \_SAT Midday Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 108                                                                               | 1                                                                                 | 133                                                                               | 93                                                                                  | 515                                                                                 | 0                                                                                   | 0                                                                                   | 337                                                                                 | 351                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 108                                                                               | 1                                                                                 | 133                                                                               | 93                                                                                  | 515                                                                                 | 0                                                                                   | 0                                                                                   | 337                                                                                 | 351                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1841                                                                              | 1900                                                                              | 1900                                                                              | 1841                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1856                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 117                                                                               | 1                                                                                 | 145                                                                               | 101                                                                                 | 560                                                                                 | 0                                                                                   | 0                                                                                   | 366                                                                                 | 382                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 4                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 2                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 270                                                                               | 2                                                                                 | 242                                                                               | 460                                                                                 | 1102                                                                                | 0                                                                                   | 0                                                                                   | 656                                                                                 | 585                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              | 0.15                                                                              | 0.15                                                                              | 0.09                                                                                | 0.59                                                                                | 0.00                                                                                | 0.00                                                                                | 0.37                                                                                | 0.37                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1795                                                                              | 15                                                                                | 1610                                                                              | 1753                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1856                                                                                | 1572                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 118                                                                               | 0                                                                                 | 145                                                                               | 101                                                                                 | 560                                                                                 | 0                                                                                   | 0                                                                                   | 366                                                                                 | 382                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1610                                                                              | 1753                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1763                                                                                | 1572                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 2.3                                                                               | 0.0                                                                               | 3.2                                                                               | 1.1                                                                                 | 6.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.3                                                                                 | 7.7                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 2.3                                                                               | 0.0                                                                               | 3.2                                                                               | 1.1                                                                                 | 6.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.3                                                                                 | 7.7                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 272                                                                               | 0                                                                                 | 242                                                                               | 460                                                                                 | 1102                                                                                | 0                                                                                   | 0                                                                                   | 656                                                                                 | 585                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.43                                                                              | 0.00                                                                              | 0.60                                                                              | 0.22                                                                                | 0.51                                                                                | 0.00                                                                                | 0.00                                                                                | 0.56                                                                                | 0.65                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 942                                                                               | 0                                                                                 | 838                                                                               | 1220                                                                                | 1461                                                                                | 0                                                                                   | 0                                                                                   | 1377                                                                                | 1228                                                                                |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 14.8                                                                              | 0.0                                                                               | 15.2                                                                              | 6.3                                                                                 | 4.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.6                                                                                 | 10.0                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 1.1                                                                               | 0.0                                                                               | 2.4                                                                               | 0.2                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 1.2                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 0.8                                                                               | 0.0                                                                               | 0.2                                                                               | 0.2                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 1.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 15.9                                                                              | 0.0                                                                               | 17.6                                                                              | 6.5                                                                                 | 5.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 10.3                                                                                | 11.2                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 263                                                                               |                                                                                   |                                                                                     | 661                                                                                 |                                                                                     |                                                                                     | 748                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.9                                                                              |                                                                                   |                                                                                     | 5.2                                                                                 |                                                                                     |                                                                                     | 10.8                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 27.6                                                                              |                                                                                   |                                                                                   | 10.8                                                                              | 8.3                                                                               | 19.3                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 8.7                                                                               |                                                                                   |                                                                                   | 5.2                                                                               | 3.1                                                                               | 9.7                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.4                                                                               |                                                                                   |                                                                                   | 0.9                                                                               | 0.2                                                                               | 4.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

Existing \_SAT Midday Peak Hour

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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 292                                                                               | 1                                                                                 | 136                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 316                                                                                 | 196                                                                                 | 143                                                                                 | 302                                                                                 | 0                                                                                   |
| Future Volume (veh/h)        | 292                                                                               | 1                                                                                 | 136                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 316                                                                                 | 196                                                                                 | 143                                                                                 | 302                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1900                                                                              | 1841                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 1856                                                                                | 1811                                                                                | 1856                                                                                | 1856                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 321                                                                               | 1                                                                                 | 149                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 347                                                                                 | 215                                                                                 | 157                                                                                 | 332                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.91                                                                              | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 0                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 3                                                                                   | 6                                                                                   | 3                                                                                   | 3                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 451                                                                               | 3                                                                                 | 405                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 511                                                                                 | 423                                                                                 | 469                                                                                 | 948                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                              | 0.28                                                                                | 0.28                                                                                | 0.12                                                                                | 0.51                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 11                                                                                | 1601                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 1856                                                                                | 1535                                                                                | 1767                                                                                | 1856                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 321                                                                               | 0                                                                                 | 150                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 347                                                                                 | 215                                                                                 | 157                                                                                 | 332                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 0                                                                                 | 1612                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 1856                                                                                | 1535                                                                                | 1767                                                                                | 1856                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 7.0                                                                               | 0.0                                                                               | 3.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 7.1                                                                                 | 5.0                                                                                 | 2.3                                                                                 | 4.5                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 7.0                                                                               | 0.0                                                                               | 3.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 7.1                                                                                 | 5.0                                                                                 | 2.3                                                                                 | 4.5                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                              |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 451                                                                               | 0                                                                                 | 408                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 511                                                                                 | 423                                                                                 | 469                                                                                 | 948                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.71                                                                              | 0.00                                                                              | 0.37                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                              | 0.68                                                                                | 0.51                                                                                | 0.33                                                                                | 0.35                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 1261                                                                              | 0                                                                                 | 1141                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 1313                                                                                | 1086                                                                                | 1095                                                                                | 1313                                                                                | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 14.4                                                                              | 0.0                                                                               | 13.0                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 13.7                                                                                | 12.9                                                                                | 8.5                                                                                 | 6.2                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.1                                                                               | 0.0                                                                               | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 1.6                                                                                 | 0.9                                                                                 | 0.4                                                                                 | 0.2                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 2.5                                                                               | 0.0                                                                               | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 2.5                                                                                 | 1.4                                                                                 | 0.6                                                                                 | 1.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.5                                                                              | 0.0                                                                               | 13.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 15.3                                                                                | 13.9                                                                                | 8.9                                                                                 | 6.4                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 471                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 562                                                                               |                                                                                     |                                                                                     | 489                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 14.7                                                                              |                                                                                     |                                                                                     | 7.2                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 16.7                                                                              | 15.7                                                                              |                                                                                   | 26.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 4.3                                                                               | 9.1                                                                               | 9.0                                                                               |                                                                                   | 6.5                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.3                                                                               | 2.6                                                                               | 1.8                                                                               |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4.8    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 17     | 125                                                                               | 1    | 6      | 178                                                                               | 35   | 0      | 22                                                                                | 4     | 89     | 19                                                                                  | 25    |
| Future Vol, veh/h        | 17     | 125                                                                               | 1    | 6      | 178                                                                               | 35   | 0      | 22                                                                                | 4     | 89     | 19                                                                                  | 25    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90    | 90     | 90                                                                                  | 90    |
| Heavy Vehicles, %        | 0      | 2                                                                                 | 0    | 17     | 2                                                                                 | 0    | 0      | 0                                                                                 | 25    | 1      | 0                                                                                   | 4     |
| Mvmt Flow                | 19     | 139                                                                               | 1    | 7      | 198                                                                               | 39   | 0      | 24                                                                                | 4     | 99     | 21                                                                                  | 28    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 237    | 0                                                                                 | 0    | 140    | 0                                                                                 | 0    | 434    | 429                                                                               | 140   | 424    | 410                                                                                 | 218   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 178    | 178                                                                               | -     | 232    | 232                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 256    | 251                                                                               | -     | 192    | 178                                                                                 | -     |
| Critical Hdwy            | 4.1    | -                                                                                 | -    | 4.27   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.45  | 7.91   | 7.3                                                                                 | 6.64  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -     | 6.91   | 6.3                                                                                 | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -     | 6.91   | 6.3                                                                                 | -     |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -    | 2.353  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.525 | 3.509  | 4                                                                                   | 3.336 |
| Pot Cap-1 Maneuver       | 1342   | -                                                                                 | -    | 1356   | -                                                                                 | -    | 536    | 521                                                                               | 850   | 493    | 488                                                                                 | 797   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 828    | 756                                                                               | -     | 734    | 680                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 753    | 703                                                                               | -     | 778    | 726                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1342   | -                                                                                 | -    | 1356   | -                                                                                 | -    | 492    | 510                                                                               | 850   | 465    | 478                                                                                 | 797   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 492    | 510                                                                               | -     | 465    | 478                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 816    | 745                                                                               | -     | 723    | 676                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 700    | 699                                                                               | -     | 737    | 715                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0.9    |                                                                                   |      | 0.2    |                                                                                   |      | 12     |                                                                                   |       | 15     |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |       | C      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 543    | 1342                                                                              | -    | -      | 1356                                                                              | -    | -      | 507                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.053  | 0.014                                                                             | -    | -      | 0.005                                                                             | -    | -      | 0.291                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 12     | 7.7                                                                               | 0    | -      | 7.7                                                                               | 0    | -      | 15                                                                                |       |        |                                                                                     |       |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.2    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 1.2                                                                               |       |        |                                                                                     |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.8                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 79                                                                                | 5      | 5     | 363                                                                               | 523                                                                               | 40   |
| Future Vol, veh/h        | 79                                                                                | 5      | 5     | 363                                                                               | 523                                                                               | 40   |
| 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, %                 | 6                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 96                                                                                | 96     | 96    | 96                                                                                | 96                                                                                | 96   |
| Heavy Vehicles, %        | 3                                                                                 | 0      | 0     | 1                                                                                 | 1                                                                                 | 3    |
| Mvmt Flow                | 82                                                                                | 5      | 5     | 378                                                                               | 545                                                                               | 42   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 954                                                                               | 566    | 587   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 566                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 388                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 7.63                                                                              | 6.8    | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 6.63                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 6.63                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.3    | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 208                                                                               | 480    | 998   | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 469                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 600                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 207                                                                               | 480    | 998   | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 207                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 466                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 600                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 33                                                                                | 0.1    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | D                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 998                                                                               | -      | 214   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.005                                                                             | -      | 0.409 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 8.6                                                                               | 0      | 33    | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | D     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 1.9   | -                                                                                 | -                                                                                 |      |

| Intersection             |                                                                                   |       |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.5                                                                               |       |        |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR   | NBL    | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |       |        |  |  |      |
| Traffic Vol, veh/h       | 56                                                                                | 7     | 0      | 61                                                                                | 51                                                                                | 0    |
| Future Vol, veh/h        | 56                                                                                | 7     | 0      | 61                                                                                | 51                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0     | 0      | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop  | Free   | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None  | -      | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -     | -      | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -     | -      | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -     | -      | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 90                                                                                | 90    | 90     | 90                                                                                | 90                                                                                | 90   |
| Heavy Vehicles, %        | 14                                                                                | 17    | 0      | 13                                                                                | 10                                                                                | 0    |
| Mvmt Flow                | 62                                                                                | 8     | 0      | 68                                                                                | 57                                                                                | 0    |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            |       | Major1 |                                                                                   | Major2                                                                            |      |
| Conflicting Flow All     | 125                                                                               | 57    | -      | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 57                                                                                | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 68                                                                                | -     | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.54                                                                              | 6.37  | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.54                                                                              | -     | -      | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.54                                                                              | -     | -      | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.626                                                                             | 3.453 | -      | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 842                                                                               | 969   | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 936                                                                               | -     | 0      | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 925                                                                               | -     | 0      | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |       |        | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 842                                                                               | 969   | -      | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 842                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 936                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 925                                                                               | -     | -      | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |       | NB     |                                                                                   | SB                                                                                |      |
| HCM Control Delay, s     | 9.6                                                                               |       | 0      |                                                                                   | 0                                                                                 |      |
| HCM LOS                  | A                                                                                 |       |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |       |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT                                                                               |       | EBLn1  |                                                                                   | SBT                                                                               |      |
| Capacity (veh/h)         | -                                                                                 |       | 854    |                                                                                   | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 |       | 0.082  |                                                                                   | -                                                                                 |      |
| HCM Control Delay (s)    | -                                                                                 |       | 9.6    |                                                                                   | -                                                                                 |      |
| HCM Lane LOS             | -                                                                                 |       | A      |                                                                                   | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 |       | 0.3    |                                                                                   | -                                                                                 |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.1    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 27     | 119                                                                               | 172                                                                               | 35     | 36                                                                                | 24    |
| Future Vol, veh/h        | 27     | 119                                                                               | 172                                                                               | 35     | 36                                                                                | 24    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 91     | 91                                                                                | 91                                                                                | 91     | 91                                                                                | 91    |
| Heavy Vehicles, %        | 0      | 6                                                                                 | 7                                                                                 | 17     | 9                                                                                 | 12    |
| Mvmt Flow                | 30     | 131                                                                               | 189                                                                               | 38     | 40                                                                                | 26    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 227    | 0                                                                                 | -                                                                                 | 0      | 399                                                                               | 208   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 208                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 191                                                                               | -     |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.49                                                                              | 6.32  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.49                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.49                                                                              | -     |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.581                                                                             | 3.408 |
| Pot Cap-1 Maneuver       | 1353   | -                                                                                 | -                                                                                 | -      | 593                                                                               | 808   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 810                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 825                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1353   | -                                                                                 | -                                                                                 | -      | 579                                                                               | 808   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 579                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 791                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 825                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1.4    | 0                                                                                 |                                                                                   | 11.1   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1353   | -                                                                                 | -                                                                                 | -      | 653                                                                               |       |
| HCM Lane V/C Ratio       | 0.022  | -                                                                                 | -                                                                                 | -      | 0.101                                                                             |       |
| HCM Control Delay (s)    | 7.7    | 0                                                                                 | -                                                                                 | -      | 11.1                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |       |

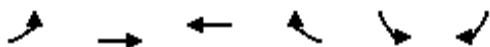
| Intersection             |        |       |        |      |        |      |      |       |      |      |      |      |
|--------------------------|--------|-------|--------|------|--------|------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 3.5    |       |        |      |        |      |      |       |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT    | WBR  | NEL  | NET   | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |        | ↰     |        |      | ↱      |      |      | ↱     |      |      |      |      |
| Traffic Vol, veh/h       | 239    | 146   | 0      | 0    | 183    | 7    | 0    | 0     | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 239    | 146   | 0      | 0    | 183    | 7    | 0    | 0     | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free  | Free   | Free | Free   | Free | Stop | Stop  | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -     | None   | -    | -      | None | -    | -     | None | -    | -    | None |
| Storage Length           | -      | -     | -      | -    | -      | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0      | -    | -    | 0     | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0      | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 90     | 90    | 90     | 90   | 90     | 90   | 90   | 90    | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 9      | 5     | 0      | 0    | 8      | 0    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 266    | 162   | 0      | 0    | 203    | 8    | 0    | 0     | 0    | 0    | 0    | 0    |
| Major/Minor              | Major1 |       | Major2 |      | Minor1 |      |      |       |      |      |      |      |
| Conflicting Flow All     | 211    | 0     | -      | -    | -      | 0    | -    | 905   | -    | -    | -    | -    |
| Stage 1                  | -      | -     | -      | -    | -      | -    | -    | 694   | -    | -    | -    | -    |
| Stage 2                  | -      | -     | -      | -    | -      | -    | -    | 211   | -    | -    | -    | -    |
| Critical Hdwy            | 4.19   | -     | -      | -    | -      | -    | -    | 6.52  | -    | -    | -    | -    |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | -      | -    | -    | 5.52  | -    | -    | -    | -    |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | -      | -    | -    | 5.52  | -    | -    | -    | -    |
| Follow-up Hdwy           | 2.281  | -     | -      | -    | -      | -    | -    | 4.018 | -    | -    | -    | -    |
| Pot Cap-1 Maneuver       | 1319   | -     | 0      | 0    | -      | -    | 0    | 276   | 0    | -    | -    | -    |
| Stage 1                  | -      | -     | 0      | 0    | -      | -    | 0    | 444   | 0    | -    | -    | -    |
| Stage 2                  | -      | -     | 0      | 0    | -      | -    | 0    | 728   | 0    | -    | -    | -    |
| Platoon blocked, %       | -      | -     | -      | -    | -      | -    | -    | -     | -    | -    | -    | -    |
| Mov Cap-1 Maneuver       | 1319   | -     | -      | -    | -      | -    | -    | 0     | -    | -    | -    | -    |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | -      | -    | -    | 0     | -    | -    | -    | -    |
| Stage 1                  | -      | -     | -      | -    | -      | -    | -    | 0     | -    | -    | -    | -    |
| Stage 2                  | -      | -     | -      | -    | -      | -    | -    | 0     | -    | -    | -    | -    |
| Approach                 | EB     |       | WB     |      | NE     |      |      |       |      |      |      |      |
| HCM Control Delay, s     | 5.2    |       | 0      |      | 0      |      |      |       |      |      |      |      |
| HCM LOS                  |        |       |        |      | A      |      |      |       |      |      |      |      |
| Minor Lane/Major Mvmt    | NELn1  | EBL   | EBT    | WBT  | WBR    |      |      |       |      |      |      |      |
| Capacity (veh/h)         | -      | 1319  | -      | -    | -      |      |      |       |      |      |      |      |
| HCM Lane V/C Ratio       | -      | 0.201 | -      | -    | -      |      |      |       |      |      |      |      |
| HCM Control Delay (s)    | 0      | 8.4   | 0      | -    | -      |      |      |       |      |      |      |      |
| HCM Lane LOS             | A      | A     | A      | -    | -      |      |      |       |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | 0.8   | -      | -    | -      |      |      |       |      |      |      |      |

| Intersection             |                                                                                   |          |                                                                                   |       |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.6                                                                               |          |                                                                                   |       |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |       |       |  |
| Traffic Vol, veh/h       | 9                                                                                 | 45       | 32                                                                                | 23    | 149   | 43                                                                                |
| Future Vol, veh/h        | 9                                                                                 | 45       | 32                                                                                | 23    | 149   | 43                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82    | 82    | 82                                                                                |
| Heavy Vehicles, %        | 25                                                                                | 11       | 19                                                                                | 5     | 8     | 18                                                                                |
| Mvmt Flow                | 11                                                                                | 55       | 39                                                                                | 28    | 182   | 52                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |       |                                                                                   |
| Conflicting Flow All     | 469                                                                               | 53       | 0                                                                                 | 0     | 67    | 0                                                                                 |
| Stage 1                  | 53                                                                                | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 416                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy            | 6.65                                                                              | 6.31     | -                                                                                 | -     | 4.18  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.65                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.65                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Follow-up Hdwy           | 3.725                                                                             | 3.399    | -                                                                                 | -     | 2.272 | -                                                                                 |
| Pot Cap-1 Maneuver       | 513                                                                               | 990      | -                                                                                 | -     | 1497  | -                                                                                 |
| Stage 1                  | 914                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 619                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 449                                                                               | 990      | -                                                                                 | -     | 1497  | -                                                                                 |
| Mov Cap-2 Maneuver       | 449                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 1                  | 914                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 542                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB    |       |                                                                                   |
| HCM Control Delay, s     | 9.7                                                                               | 0        |                                                                                   | 6     |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |       |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 824                                                                               | 1497  | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.08                                                                              | 0.121 | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 9.7                                                                               | 7.7   | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A     | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.3                                                                               | 0.4   | -     |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
No-Build\_AM Peak Hour



| Movement                          | EBL  | EBT  | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰    | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 15   | 377  | 184   | 0    | 15                        | 179  |
| Future Volume (vph)               | 15   | 377  | 184   | 0    | 15                        | 179  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0  | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00 | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00 | 1.00  |      | 0.88                      |      |
| Flt Protected                     |      | 1.00 | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1764 | 1810  |      | 1455                      |      |
| Flt Permitted                     |      | 0.99 | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1743 | 1810  |      | 1455                      |      |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 17   | 433  | 211   | 0    | 17                        | 206  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0    | 156                       | 0    |
| Lane Group Flow (vph)             | 0    | 450  | 211   | 0    | 68                        | 0    |
| Heavy Vehicles (%)                | 20%  | 7%   | 5%    | 0%   | 0%                        | 15%  |
| Turn Type                         | Perm | NA   | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2  | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |      |       |      |                           |      |
| Actuated Green, G (s)             |      | 83.3 | 38.0  |      | 30.3                      |      |
| Effective Green, g (s)            |      | 83.3 | 38.0  |      | 30.3                      |      |
| Actuated g/C Ratio                |      | 0.67 | 0.31  |      | 0.25                      |      |
| Clearance Time (s)                |      |      | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |      | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1174 | 556   |      | 356                       |      |
| v/s Ratio Prot                    |      |      | 0.12  |      | 0.05                      |      |
| v/s Ratio Perm                    |      | 0.26 |       |      |                           |      |
| v/c Ratio                         |      | 0.38 | 0.38  |      | 0.19                      |      |
| Uniform Delay, d1                 |      | 8.9  | 33.6  |      | 36.9                      |      |
| Progression Factor                |      | 0.13 | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.5  | 1.2   |      | 0.3                       |      |
| Delay (s)                         |      | 1.7  | 34.8  |      | 37.2                      |      |
| Level of Service                  |      | A    | C     |      | D                         |      |
| Approach Delay (s)                |      | 1.7  | 34.8  |      | 37.2                      |      |
| Approach LOS                      |      | A    | C     |      | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 18.5  |      | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.35  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 123.6 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 52.2% |      | ICU Level of Service      | A    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

No-Build\_AM Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 216  | 333  | 159   | 204  | 385                       | 176  |
| Future Volume (vph)               | 216  | 333  | 159   | 204  | 385                       | 176  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1759 | 1495 |       | 1676 | 1703                      | 1509 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.74 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1759 | 1495 |       | 1274 | 1703                      | 1509 |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 248  | 383  | 183   | 234  | 443                       | 202  |
| RTOR Reduction (vph)              | 0    | 265  | 0     | 0    | 0                         | 35   |
| Lane Group Flow (vph)             | 248  | 118  | 0     | 417  | 443                       | 167  |
| Heavy Vehicles (%)                | 8%   | 8%   | 16%   | 7%   | 6%                        | 7%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 38.0 | 38.0 |       | 73.3 | 40.3                      | 40.3 |
| Effective Green, g (s)            | 38.0 | 38.0 |       | 73.3 | 40.3                      | 40.3 |
| Actuated g/C Ratio                | 0.31 | 0.31 |       | 0.59 | 0.33                      | 0.33 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 540  | 459  |       | 755  | 555                       | 492  |
| v/s Ratio Prot                    | 0.14 |      |       |      | 0.26                      |      |
| v/s Ratio Perm                    |      | 0.08 |       | 0.33 |                           | 0.11 |
| v/c Ratio                         | 0.46 | 0.26 |       | 0.55 | 0.80                      | 0.34 |
| Uniform Delay, d1                 | 34.5 | 32.2 |       | 15.2 | 37.9                      | 31.6 |
| Progression Factor                | 1.00 | 1.00 |       | 0.50 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 1.7  | 0.8  |       | 1.8  | 11.4                      | 1.9  |
| Delay (s)                         | 36.3 | 33.0 |       | 9.4  | 49.3                      | 33.4 |
| Level of Service                  | D    | C    |       | A    | D                         | C    |
| Approach Delay (s)                | 34.3 |      |       | 9.4  | 44.4                      |      |
| Approach LOS                      | C    |      |       | A    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 32.0  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.67  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 123.6 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 64.7% |      | ICU Level of Service      | C    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

No-Build\_AM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 64                                                                                | 186                                                                               | 137                                                                               | 380                                                                               | 194                                                                               | 10                                                                                | 102                                                                                 | 133                                                                                 | 317                                                                                 | 47                                                                                  | 216                                                                                 | 81                                                                                  |
| Future Volume (veh/h)        | 64                                                                                | 186                                                                               | 137                                                                               | 380                                                                               | 194                                                                               | 10                                                                                | 102                                                                                 | 133                                                                                 | 317                                                                                 | 47                                                                                  | 216                                                                                 | 81                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1752                                                                              | 1811                                                                              | 1781                                                                              | 1841                                                                              | 1781                                                                              | 1574                                                                              | 1811                                                                                | 1841                                                                                | 1767                                                                                | 1752                                                                                | 1752                                                                                | 1737                                                                                |
| Adj Flow Rate, veh/h         | 67                                                                                | 196                                                                               | 144                                                                               | 400                                                                               | 204                                                                               | 11                                                                                | 107                                                                                 | 140                                                                                 | 334                                                                                 | 49                                                                                  | 227                                                                                 | 85                                                                                  |
| 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, %         | 10                                                                                | 6                                                                                 | 8                                                                                 | 4                                                                                 | 8                                                                                 | 22                                                                                | 6                                                                                   | 4                                                                                   | 9                                                                                   | 10                                                                                  | 10                                                                                  | 11                                                                                  |
| Cap, veh/h                   | 83                                                                                | 347                                                                               | 241                                                                               | 545                                                                               | 485                                                                               | 26                                                                                | 137                                                                                 | 516                                                                                 | 420                                                                                 | 59                                                                                  | 287                                                                                 | 107                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.18                                                                              | 0.18                                                                              | 0.16                                                                              | 0.29                                                                              | 0.29                                                                              | 0.08                                                                                | 0.28                                                                                | 0.28                                                                                | 0.04                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1668                                                                              | 1932                                                                              | 1344                                                                              | 3401                                                                              | 1674                                                                              | 90                                                                                | 1725                                                                                | 1841                                                                                | 1497                                                                                | 1668                                                                                | 1215                                                                                | 455                                                                                 |
| Grp Volume(v), veh/h         | 67                                                                                | 173                                                                               | 167                                                                               | 400                                                                               | 0                                                                                 | 215                                                                               | 107                                                                                 | 140                                                                                 | 334                                                                                 | 49                                                                                  | 0                                                                                   | 312                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1668                                                                              | 1721                                                                              | 1556                                                                              | 1700                                                                              | 0                                                                                 | 1764                                                                              | 1725                                                                                | 1841                                                                                | 1497                                                                                | 1668                                                                                | 0                                                                                   | 1670                                                                                |
| Q Serve(g_s), s              | 2.3                                                                               | 5.3                                                                               | 5.7                                                                               | 6.5                                                                               | 0.0                                                                               | 5.7                                                                               | 3.5                                                                                 | 3.4                                                                                 | 12.0                                                                                | 1.7                                                                                 | 0.0                                                                                 | 10.2                                                                                |
| Cycle Q Clear(g_c), s        | 2.3                                                                               | 5.3                                                                               | 5.7                                                                               | 6.5                                                                               | 0.0                                                                               | 5.7                                                                               | 3.5                                                                                 | 3.4                                                                                 | 12.0                                                                                | 1.7                                                                                 | 0.0                                                                                 | 10.2                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.86                                                                              | 1.00                                                                              |                                                                                   | 0.05                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.27                                                                                |
| Lane Grp Cap(c), veh/h       | 83                                                                                | 309                                                                               | 279                                                                               | 545                                                                               | 0                                                                                 | 511                                                                               | 137                                                                                 | 516                                                                                 | 420                                                                                 | 59                                                                                  | 0                                                                                   | 394                                                                                 |
| V/C Ratio(X)                 | 0.80                                                                              | 0.56                                                                              | 0.60                                                                              | 0.73                                                                              | 0.00                                                                              | 0.42                                                                              | 0.78                                                                                | 0.27                                                                                | 0.80                                                                                | 0.84                                                                                | 0.00                                                                                | 0.79                                                                                |
| Avail Cap(c_a), veh/h        | 431                                                                               | 741                                                                               | 670                                                                               | 879                                                                               | 0                                                                                 | 1216                                                                              | 297                                                                                 | 793                                                                                 | 645                                                                                 | 288                                                                                 | 0                                                                                   | 719                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 27.3                                                                              | 21.7                                                                              | 21.9                                                                              | 23.2                                                                              | 0.0                                                                               | 16.7                                                                              | 26.2                                                                                | 16.3                                                                                | 19.3                                                                                | 27.8                                                                                | 0.0                                                                                 | 20.8                                                                                |
| Incr Delay (d2), s/veh       | 16.2                                                                              | 1.6                                                                               | 2.0                                                                               | 1.9                                                                               | 0.0                                                                               | 0.6                                                                               | 9.2                                                                                 | 0.3                                                                                 | 3.9                                                                                 | 25.4                                                                                | 0.0                                                                                 | 3.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 2.0                                                                               | 2.0                                                                               | 2.5                                                                               | 0.0                                                                               | 2.1                                                                               | 1.7                                                                                 | 1.3                                                                                 | 4.2                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 4.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 43.5                                                                              | 23.3                                                                              | 23.9                                                                              | 25.1                                                                              | 0.0                                                                               | 17.2                                                                              | 35.4                                                                                | 16.5                                                                                | 23.2                                                                                | 53.2                                                                                | 0.0                                                                                 | 24.4                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 407                                                                               |                                                                                   |                                                                                   | 615                                                                               |                                                                                   |                                                                                   | 581                                                                                 |                                                                                     |                                                                                     | 361                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 26.9                                                                              |                                                                                   |                                                                                   | 22.4                                                                              |                                                                                   |                                                                                   | 23.9                                                                                |                                                                                     |                                                                                     | 28.3                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 7.9                                                                               | 21.8                                                                              | 7.0                                                                               | 21.3                                                                              | 14.3                                                                              | 15.4                                                                              | 9.6                                                                                 | 18.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.3                                                                               | 7.7                                                                               | 3.7                                                                               | 14.0                                                                              | 8.5                                                                               | 7.7                                                                               | 5.5                                                                                 | 12.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.1                                                                               | 1.2                                                                               | 0.0                                                                               | 1.5                                                                               | 0.8                                                                               | 1.7                                                                               | 0.1                                                                                 | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 24.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-17 Route 94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse

No-Build\_AM Peak Hour

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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 158                                                                               | 0                                                                                 | 59                                                                                | 125                                                                                 | 493                                                                                 | 0                                                                                   | 0                                                                                   | 301                                                                                 | 432                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 158                                                                               | 0                                                                                 | 59                                                                                | 125                                                                                 | 493                                                                                 | 0                                                                                   | 0                                                                                   | 301                                                                                 | 432                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1648                                                                              | 1900                                                                              | 1826                                                                              | 1663                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1752                                                                                | 1826                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 176                                                                               | 0                                                                                 | 66                                                                                | 139                                                                                 | 548                                                                                 | 0                                                                                   | 0                                                                                   | 334                                                                                 | 480                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 17                                                                                | 0                                                                                 | 5                                                                                 | 16                                                                                  | 7                                                                                   | 0                                                                                   | 0                                                                                   | 10                                                                                  | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 270                                                                               | 0                                                                                 | 231                                                                               | 396                                                                                 | 1128                                                                                | 0                                                                                   | 0                                                                                   | 705                                                                                 | 629                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.15                                                                              | 0.00                                                                              | 0.15                                                                              | 0.09                                                                                | 0.63                                                                                | 0.00                                                                                | 0.00                                                                                | 0.42                                                                                | 0.42                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1547                                                                              | 1584                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1752                                                                                | 1485                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 176                                                                               | 0                                                                                 | 66                                                                                | 139                                                                                 | 548                                                                                 | 0                                                                                   | 0                                                                                   | 334                                                                                 | 480                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1547                                                                              | 1584                                                                                | 1796                                                                                | 0                                                                                   | 0                                                                                   | 1664                                                                                | 1485                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                               | 0.0                                                                               | 1.7                                                                               | 1.9                                                                                 | 7.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.5                                                                                 | 12.4                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                               | 0.0                                                                               | 1.7                                                                               | 1.9                                                                                 | 7.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 6.5                                                                                 | 12.4                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 270                                                                               | 0                                                                                 | 231                                                                               | 396                                                                                 | 1128                                                                                | 0                                                                                   | 0                                                                                   | 705                                                                                 | 629                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.65                                                                              | 0.00                                                                              | 0.29                                                                              | 0.35                                                                                | 0.49                                                                                | 0.00                                                                                | 0.00                                                                                | 0.47                                                                                | 0.76                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 805                                                                               | 0                                                                                 | 689                                                                               | 953                                                                                 | 1199                                                                                | 0                                                                                   | 0                                                                                   | 1111                                                                                | 991                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 18.0                                                                              | 0.0                                                                               | 17.0                                                                              | 7.7                                                                                 | 4.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.3                                                                                 | 11.0                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.6                                                                               | 0.0                                                                               | 0.7                                                                               | 0.5                                                                                 | 0.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 2.0                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.7                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                                 | 1.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.7                                                                                 | 3.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 20.7                                                                              | 0.0                                                                               | 17.7                                                                              | 8.3                                                                                 | 4.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 9.8                                                                                 | 13.0                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 242                                                                               |                                                                                   |                                                                                     | 687                                                                                 |                                                                                     |                                                                                     | 814                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.8                                                                              |                                                                                   |                                                                                     | 5.5                                                                                 |                                                                                     |                                                                                     | 11.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 33.2                                                                              |                                                                                   |                                                                                   | 11.7                                                                              | 9.2                                                                               | 24.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 9.3                                                                               |                                                                                   |                                                                                   | 6.1                                                                               | 3.9                                                                               | 14.4                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.3                                                                               |                                                                                   |                                                                                   | 0.9                                                                               | 0.3                                                                               | 4.7                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 10.4                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120-269; Craigville Logistics Warehouse

No-Build\_AM Peak Hour

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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 315                                                                               | 1                                                                                 | 206                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 302                                                                                 | 341                                                                                 | 135                                                                                 | 324                                                                                 | 0                                                                                   |
| Future Volume (veh/h)        | 315                                                                               | 1                                                                                 | 206                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 302                                                                                 | 341                                                                                 | 135                                                                                 | 324                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1796                                                                              | 1870                                                                              | 1722                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1722                                                                                | 1781                                                                                | 1693                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 350                                                                               | 1                                                                                 | 229                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 336                                                                                 | 379                                                                                 | 150                                                                                 | 360                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %         | 7                                                                                 | 2                                                                                 | 12                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 11                                                                                  | 12                                                                                  | 8                                                                                   | 14                                                                                  | 0                                                                                   |
| Cap, veh/h                   | 468                                                                               | 2                                                                                 | 432                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 578                                                                                 | 485                                                                                 | 430                                                                                 | 896                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.33                                                                                | 0.33                                                                                | 0.10                                                                                | 0.53                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1711                                                                              | 7                                                                                 | 1579                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1459                                                                                | 1697                                                                                | 1693                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 350                                                                               | 0                                                                                 | 230                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 336                                                                                 | 379                                                                                 | 150                                                                                 | 360                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1711                                                                              | 0                                                                                 | 1586                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1737                                                                                | 1459                                                                                | 1697                                                                                | 1693                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 9.5                                                                               | 0.0                                                                               | 6.3                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.1                                                                                 | 11.9                                                                                | 2.6                                                                                 | 6.5                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 9.5                                                                               | 0.0                                                                               | 6.3                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 8.1                                                                                 | 11.9                                                                                | 2.6                                                                                 | 6.5                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 468                                                                               | 0                                                                                 | 434                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 578                                                                                 | 485                                                                                 | 430                                                                                 | 896                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.75                                                                              | 0.00                                                                              | 0.53                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.58                                                                                | 0.78                                                                                | 0.35                                                                                | 0.40                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 1011                                                                              | 0                                                                                 | 937                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1027                                                                                | 863                                                                                 | 931                                                                                 | 1000                                                                                | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 16.8                                                                              | 0.0                                                                               | 15.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 14.0                                                                                | 15.3                                                                                | 9.1                                                                                 | 7.1                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.4                                                                               | 0.0                                                                               | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 0.9                                                                                 | 2.8                                                                                 | 0.5                                                                                 | 0.3                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.5                                                                               | 0.0                                                                               | 2.0                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.7                                                                                 | 3.5                                                                                 | 0.7                                                                                 | 1.6                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 19.3                                                                              | 0.0                                                                               | 16.7                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 14.9                                                                                | 18.0                                                                                | 9.6                                                                                 | 7.4                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 580                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 715                                                                                |                                                                                     |                                                                                     | 510                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 18.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.6                                                                               |                                                                                     |                                                                                     | 8.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 21.9                                                                              | 18.9                                                                              |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 4.6                                                                               | 13.9                                                                              | 11.5                                                                              |                                                                                   | 8.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.3                                                                               | 3.0                                                                               | 2.4                                                                               |                                                                                   | 2.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 14.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th Signalized Intersection Summary  
120-269; Craigville Logistics Warehouse

50: NYS Route 208 & Museum Village Rd  
No-Build\_AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    | ↰    | ↱    | ↱    | ↰    |
| Traffic Volume (veh/h)       | 88   | 82   | 191  | 385  | 895  | 112  |
| Future Volume (veh/h)        | 88   | 82   | 191  | 385  | 895  | 112  |
| 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       | 1550 | 1595 | 1598 | 1687 | 1982 | 1982 |
| Adj Flow Rate, veh/h         | 97   | 90   | 210  | 423  | 984  | 123  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 22   | 19   | 20   | 14   | 5    | 5    |
| Cap, veh/h                   | 130  | 199  | 349  | 1384 | 1429 | 1211 |
| Arrive On Green              | 0.09 | 0.09 | 0.06 | 0.82 | 0.72 | 0.72 |
| Sat Flow, veh/h              | 1477 | 1352 | 1522 | 1687 | 1982 | 1680 |
| Grp Volume(v), veh/h         | 97   | 90   | 210  | 423  | 984  | 123  |
| Grp Sat Flow(s),veh/h/ln     | 1477 | 1352 | 1522 | 1687 | 1982 | 1680 |
| Q Serve(g_s), s              | 7.0  | 6.7  | 3.6  | 6.6  | 30.2 | 2.4  |
| Cycle Q Clear(g_c), s        | 7.0  | 6.7  | 3.6  | 6.6  | 30.2 | 2.4  |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 130  | 199  | 349  | 1384 | 1429 | 1211 |
| V/C Ratio(X)                 | 0.74 | 0.45 | 0.60 | 0.31 | 0.69 | 0.10 |
| Avail Cap(c_a), veh/h        | 673  | 696  | 683  | 1384 | 1429 | 1211 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 48.8 | 42.8 | 11.7 | 2.4  | 8.5  | 4.6  |
| Incr Delay (d2), s/veh       | 3.1  | 0.6  | 1.7  | 0.6  | 2.7  | 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     | 2.7  | 5.1  | 2.2  | 1.0  | 9.9  | 0.7  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 51.9 | 43.4 | 13.4 | 2.9  | 11.2 | 4.8  |
| LnGrp LOS                    | D    | D    | B    | A    | B    | A    |
| Approach Vol, veh/h          | 187  |      |      | 633  | 1107 |      |
| Approach Delay, s/veh        | 47.8 |      |      | 6.4  | 10.5 |      |
| Approach LOS                 | D    |      |      | A    | B    |      |
| Timer - Assigned Phs         | 2    |      |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s     | 95.0 |      |      | 14.7 | 10.9 | 84.1 |
| Change Period (Y+Rc), s      | 5.0  |      |      | 5.0  | 4.5  | 5.0  |
| Max Green Setting (Gmax), s  | 90.0 |      |      | 50.0 | 30.5 | 55.0 |
| Max Q Clear Time (g_c+l1), s | 8.6  |      |      | 9.0  | 5.6  | 32.2 |
| Green Ext Time (p_c), s      | 1.1  |      |      | 0.7  | 0.9  | 3.9  |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 12.8 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 8      |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 31     | 154                                                                               | 1    | 10     | 193                                                                               | 29   | 0      | 85                                                                                | 9    | 89     | 23                                                                                  | 55    |
| Future Vol, veh/h        | 31     | 154                                                                               | 1    | 10     | 193                                                                               | 29   | 0      | 85                                                                                | 9    | 89     | 23                                                                                  | 55    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88   | 88     | 88                                                                                | 88   | 88     | 88                                                                                | 88   | 88     | 88                                                                                  | 88    |
| Heavy Vehicles, %        | 10     | 10                                                                                | 0    | 0      | 7                                                                                 | 0    | 0      | 6                                                                                 | 0    | 6      | 9                                                                                   | 6     |
| Mvmt Flow                | 35     | 175                                                                               | 1    | 11     | 219                                                                               | 33   | 0      | 97                                                                                | 10   | 101    | 26                                                                                  | 63    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 252    | 0                                                                                 | 0    | 176    | 0                                                                                 | 0    | 548    | 520                                                                               | 176  | 557    | 504                                                                                 | 236   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 246    | 246                                                                               | -    | 258    | 258                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 302    | 274                                                                               | -    | 299    | 246                                                                                 | -     |
| Critical Hdwy            | 4.2    | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.56                                                                              | 6.2  | 7.96   | 7.39                                                                                | 6.66  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.56                                                                              | -    | 6.96   | 6.39                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.56                                                                              | -    | 6.96   | 6.39                                                                                | -     |
| Follow-up Hdwy           | 2.29   | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4.054                                                                             | 3.3  | 3.554  | 4.081                                                                               | 3.354 |
| Pot Cap-1 Maneuver       | 1268   | -                                                                                 | -    | 1412   | -                                                                                 | -    | 450    | 455                                                                               | 872  | 384    | 412                                                                                 | 773   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 762    | 695                                                                               | -    | 697    | 644                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 712    | 676                                                                               | -    | 656    | 653                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1268   | -                                                                                 | -    | 1412   | -                                                                                 | -    | 381    | 437                                                                               | 872  | 306    | 396                                                                                 | 773   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 381    | 437                                                                               | -    | 306    | 396                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 738    | 673                                                                               | -    | 675    | 638                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 622    | 670                                                                               | -    | 538    | 633                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s     | 1.3    |                                                                                   |      | 0.3    |                                                                                   |      | 15.2   |                                                                                   |      | 22     |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |      | C      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 459    | 1268                                                                              | -    | -      | 1412                                                                              | -    | -      | 398                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.233  | 0.028                                                                             | -    | -      | 0.008                                                                             | -    | -      | 0.477                                                                             |      |        |                                                                                     |       |
| HCM Control Delay (s)    | 15.2   | 7.9                                                                               | 0    | -      | 7.6                                                                               | 0    | -      | 22                                                                                |      |        |                                                                                     |       |
| HCM Lane LOS             | C      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.9    | 0.1                                                                               | -    | -      | 0                                                                                 | -    | -      | 2.5                                                                               |      |        |                                                                                     |       |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.7                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 34                                                                                | 7      | 0     | 73                                                                                | 116                                                                               | 0    |
| Future Vol, veh/h        | 34                                                                                | 7      | 0     | 73                                                                                | 116                                                                               | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87     | 87    | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 0     | 4                                                                                 | 2                                                                                 | 0    |
| Mvmt Flow                | 39                                                                                | 8      | 0     | 84                                                                                | 133                                                                               | 0    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 217                                                                               | 133    | -     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 133                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 84                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2    | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3    | -     | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 776                                                                               | 922    | 0     | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 898                                                                               | -      | 0     | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 944                                                                               | -      | 0     | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 776                                                                               | 922    | -     | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 776                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 898                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 944                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.8                                                                               | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT   |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | -                                                                                 |        | 798   | -                                                                                 |                                                                                   |      |
| HCM Lane V/C Ratio       | -                                                                                 |        | 0.059 | -                                                                                 |                                                                                   |      |
| HCM Control Delay (s)    | -                                                                                 |        | 9.8   | -                                                                                 |                                                                                   |      |
| HCM Lane LOS             | -                                                                                 |        | A     | -                                                                                 |                                                                                   |      |
| HCM 95th %tile Q(veh)    | -                                                                                 |        | 0.2   | -                                                                                 |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.6    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 10     | 139                                                                               | 299                                                                               | 63     | 39                                                                                | 85   |
| Future Vol, veh/h        | 10     | 139                                                                               | 299                                                                               | 63     | 39                                                                                | 85   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 2                                                                                 | 4                                                                                 | 5      | 4                                                                                 | 0    |
| Mvmt Flow                | 11     | 154                                                                               | 332                                                                               | 70     | 43                                                                                | 94   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 402    | 0                                                                                 | -                                                                                 | 0      | 543                                                                               | 367  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 367                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 176                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.44                                                                              | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.44                                                                              | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.44                                                                              | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.536                                                                             | 3.3  |
| Pot Cap-1 Maneuver       | 1168   | -                                                                                 | -                                                                                 | -      | 497                                                                               | 683  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 696                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 850                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1168   | -                                                                                 | -                                                                                 | -      | 492                                                                               | 683  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 492                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 689                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 850                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 12.6   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1168   | -                                                                                 | -                                                                                 | -      | 609                                                                               |      |
| HCM Lane V/C Ratio       | 0.01   | -                                                                                 | -                                                                                 | -      | 0.226                                                                             |      |
| HCM Control Delay (s)    | 8.1    | 0                                                                                 | -                                                                                 | -      | 12.6                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.9                                                                               |      |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↔    |      |      | ↔    |      |      | ↑    |      |      |      |      |
| Traffic Vol, veh/h       | 197  | 148  | 0    | 0    | 343  | 42   | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 197  | 148  | 0    | 0    | 343  | 42   | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   |
| Heavy Vehicles, %        | 3    | 2    | 0    | 0    | 4    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 235  | 176  | 0    | 0    | 408  | 50   | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 |   | Minor1 |   |   |   |       |   |
|----------------------|--------|--------|---|--------|---|---|---|-------|---|
| Conflicting Flow All | 458    | 0      | - | -      | - | 0 | - | 1104  | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 646   | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 458   | - |
| Critical Hdwy        | 4.13   | -      | - | -      | - | - | - | 6.52  | - |
| Critical Hdwy Stg 1  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Critical Hdwy Stg 2  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Follow-up Hdwy       | 2.227  | -      | - | -      | - | - | - | 4.018 | - |
| Pot Cap-1 Maneuver   | 1098   | -      | 0 | 0      | - | - | 0 | 211   | 0 |
| Stage 1              | -      | -      | 0 | 0      | - | - | 0 | 467   | 0 |
| Stage 2              | -      | -      | 0 | 0      | - | - | 0 | 567   | 0 |
| Platoon blocked, %   | -      | -      | - | -      | - | - | - | -     | - |
| Mov Cap-1 Maneuver   | 1098   | -      | - | -      | - | - | - | 0     | - |
| Mov Cap-2 Maneuver   | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 0     | - |

| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 5.2 | 0  | 0  |
| HCM LOS              |     |    | A  |

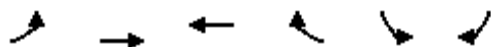
| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1098  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.214 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 9.2   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.8   | -   | -   | -   |

| Intersection             |                                                                                   |          |                                                                                   |       |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 7.2                                                                               |          |                                                                                   |       |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL  | SBT                                                                               |
| Lane Configurations      |  |          |  |       |      |  |
| Traffic Vol, veh/h       | 39                                                                                | 180      | 91                                                                                | 16    | 94   | 29                                                                                |
| Future Vol, veh/h        | 39                                                                                | 180      | 91                                                                                | 16    | 94   | 29                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82    | 82   | 82                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3        | 5                                                                                 | 25    | 10   | 8                                                                                 |
| Mvmt Flow                | 48                                                                                | 220      | 111                                                                               | 20    | 115  | 35                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |      |                                                                                   |
| Conflicting Flow All     | 386                                                                               | 121      | 0                                                                                 | 0     | 131  | 0                                                                                 |
| Stage 1                  | 121                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 265                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.23     | -                                                                                 | -     | 4.2  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.327    | -                                                                                 | -     | 2.29 | -                                                                                 |
| Pot Cap-1 Maneuver       | 621                                                                               | 928      | -                                                                                 | -     | 1406 | -                                                                                 |
| Stage 1                  | 909                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 784                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |      | -                                                                                 |
| Mov Cap-1 Maneuver       | 569                                                                               | 928      | -                                                                                 | -     | 1406 | -                                                                                 |
| Mov Cap-2 Maneuver       | 569                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 1                  | 909                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 719                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB    |      |                                                                                   |
| HCM Control Delay, s     | 11.3                                                                              | 0        |                                                                                   | 6     |      |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |       |      |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |      |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 834                                                                               | 1406  | -    |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.32                                                                              | 0.082 | -    |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 11.3                                                                              | 7.8   | 0    |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A     | A    |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.4                                                                               | 0.3   | -    |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
No-Build\_PM Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↰     |      | ↰                         | ↰    |
| Traffic Volume (vph)              | 31   | 364   | 361   | 0    | 9                         | 353  |
| Future Volume (vph)               | 31   | 364   | 361   | 0    | 9                         | 353  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 1.00  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1821  | 1810  |      | 1528                      |      |
| Flt Permitted                     |      | 0.95  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1736  | 1810  |      | 1528                      |      |
| Peak-hour factor, PHF             | 0.98 | 0.98  | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 32   | 371   | 368   | 0    | 9                         | 360  |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 253                       | 0    |
| Lane Group Flow (vph)             | 0    | 403   | 368   | 0    | 116                       | 0    |
| Heavy Vehicles (%)                | 3%   | 4%    | 5%    | 0%   | 0%                        | 8%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 85.0  | 40.0  |      | 40.0                      |      |
| Effective Green, g (s)            |      | 85.0  | 40.0  |      | 40.0                      |      |
| Actuated g/C Ratio                |      | 0.63  | 0.30  |      | 0.30                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1093  | 536   |      | 452                       |      |
| v/s Ratio Prot                    |      |       | c0.20 |      | c0.08                     |      |
| v/s Ratio Perm                    |      | c0.23 |       |      |                           |      |
| v/c Ratio                         |      | 0.37  | 0.69  |      | 0.26                      |      |
| Uniform Delay, d1                 |      | 12.1  | 42.0  |      | 36.2                      |      |
| Progression Factor                |      | 0.16  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.6   | 5.5   |      | 0.3                       |      |
| Delay (s)                         |      | 2.4   | 47.5  |      | 36.5                      |      |
| Level of Service                  |      | A     | D     |      | D                         |      |
| Approach Delay (s)                |      | 2.4   | 47.5  |      | 36.5                      |      |
| Approach LOS                      |      | A     | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 28.0  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.44  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 135.0 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 74.7% |      | ICU Level of Service      | D    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse

No-Build\_PM Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 197  | 471  | 280   | 434  | 405                       | 198  |
| Future Volume (vph)               | 197  | 471  | 280   | 434  | 405                       | 198  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1810 | 1583 |       | 1759 | 1752                      | 1495 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.78 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1810 | 1583 |       | 1407 | 1752                      | 1495 |
| Peak-hour factor, PHF             | 0.98 | 0.98 | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 201  | 481  | 286   | 443  | 413                       | 202  |
| RTOR Reduction (vph)              | 0    | 338  | 0     | 0    | 0                         | 39   |
| Lane Group Flow (vph)             | 201  | 143  | 0     | 729  | 413                       | 163  |
| Heavy Vehicles (%)                | 5%   | 2%   | 9%    | 4%   | 3%                        | 8%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 40.0 | 40.0 |       | 85.0 | 40.0                      | 40.0 |
| Effective Green, g (s)            | 40.0 | 40.0 |       | 85.0 | 40.0                      | 40.0 |
| Actuated g/C Ratio                | 0.30 | 0.30 |       | 0.63 | 0.30                      | 0.30 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 536  | 469  |       | 885  | 519                       | 442  |
| v/s Ratio Prot                    | 0.11 |      |       |      | 0.24                      |      |
| v/s Ratio Perm                    |      | 0.09 |       | 0.52 |                           | 0.11 |
| v/c Ratio                         | 0.38 | 0.30 |       | 0.82 | 0.80                      | 0.37 |
| Uniform Delay, d1                 | 37.6 | 36.7 |       | 19.2 | 43.7                      | 37.5 |
| Progression Factor                | 1.00 | 1.00 |       | 0.88 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 1.2  | 1.0  |       | 6.0  | 12.0                      | 2.4  |
| Delay (s)                         | 38.8 | 37.8 |       | 22.8 | 55.7                      | 39.9 |
| Level of Service                  | D    | D    |       | C    | E                         | D    |
| Approach Delay (s)                | 38.1 |      |       | 22.8 | 50.5                      |      |
| Approach LOS                      | D    |      |       | C    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 36.4  |      | HCM 2000 Level of Service | D    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.85  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 135.0 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 83.6% |      | ICU Level of Service      | E    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

No-Build\_PM Peak Hour

|                              |  |                                                                                    |  |                                                                                    |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                                                                                                                 | EBR                                                                               | WBL                                                                                                                                                                 | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |   |                                                                                   |   |  |                                                                                   |  |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 114                                                                               | 321                                                                                                                                                                 | 214                                                                               | 444                                                                                                                                                                 | 372                                                                               | 22                                                                                | 266                                                                                 | 196                                                                                 | 277                                                                                 | 70                                                                                  | 178                                                                                 | 113                                                                                 |
| Future Volume (veh/h)        | 114                                                                               | 321                                                                                                                                                                 | 214                                                                               | 444                                                                                                                                                                 | 372                                                                               | 22                                                                                | 266                                                                                 | 196                                                                                 | 277                                                                                 | 70                                                                                  | 178                                                                                 | 113                                                                                 |
| 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                                                                              | 1885                                                                                                                                                                | 1841                                                                              | 1826                                                                                                                                                                | 1870                                                                              | 1900                                                                              | 1870                                                                                | 1885                                                                                | 1841                                                                                | 1841                                                                                | 1856                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 116                                                                               | 328                                                                                                                                                                 | 218                                                                               | 453                                                                                                                                                                 | 380                                                                               | 22                                                                                | 271                                                                                 | 200                                                                                 | 283                                                                                 | 71                                                                                  | 182                                                                                 | 115                                                                                 |
| 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                                                                                 | 1                                                                                                                                                                   | 4                                                                                 | 5                                                                                                                                                                   | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 4                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 151                                                                               | 443                                                                                                                                                                 | 288                                                                               | 557                                                                                                                                                                 | 516                                                                               | 30                                                                                | 244                                                                                 | 558                                                                                 | 461                                                                                 | 91                                                                                  | 224                                                                                 | 142                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.21                                                                                                                                                                | 0.21                                                                              | 0.17                                                                                                                                                                | 0.29                                                                              | 0.29                                                                              | 0.14                                                                                | 0.30                                                                                | 0.30                                                                                | 0.05                                                                                | 0.21                                                                                | 0.21                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 2080                                                                                                                                                                | 1353                                                                              | 3374                                                                                                                                                                | 1751                                                                              | 101                                                                               | 1781                                                                                | 1885                                                                                | 1558                                                                                | 1753                                                                                | 1062                                                                                | 671                                                                                 |
| Grp Volume(v), veh/h         | 116                                                                               | 281                                                                                                                                                                 | 265                                                                               | 453                                                                                                                                                                 | 0                                                                                 | 402                                                                               | 271                                                                                 | 200                                                                                 | 283                                                                                 | 71                                                                                  | 0                                                                                   | 297                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1791                                                                                                                                                                | 1642                                                                              | 1687                                                                                                                                                                | 0                                                                                 | 1852                                                                              | 1781                                                                                | 1885                                                                                | 1558                                                                                | 1753                                                                                | 0                                                                                   | 1734                                                                                |
| Q Serve(g_s), s              | 4.6                                                                               | 10.7                                                                                                                                                                | 11.0                                                                              | 9.5                                                                                                                                                                 | 0.0                                                                               | 14.3                                                                              | 10.0                                                                                | 6.1                                                                                 | 11.4                                                                                | 2.9                                                                                 | 0.0                                                                                 | 11.9                                                                                |
| Cycle Q Clear(g_c), s        | 4.6                                                                               | 10.7                                                                                                                                                                | 11.0                                                                              | 9.5                                                                                                                                                                 | 0.0                                                                               | 14.3                                                                              | 10.0                                                                                | 6.1                                                                                 | 11.4                                                                                | 2.9                                                                                 | 0.0                                                                                 | 11.9                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                                                                                                     | 0.82                                                                              | 1.00                                                                                                                                                                |                                                                                   | 0.05                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.39                                                                                |
| Lane Grp Cap(c), veh/h       | 151                                                                               | 381                                                                                                                                                                 | 349                                                                               | 557                                                                                                                                                                 | 0                                                                                 | 545                                                                               | 244                                                                                 | 558                                                                                 | 461                                                                                 | 91                                                                                  | 0                                                                                   | 366                                                                                 |
| V/C Ratio(X)                 | 0.77                                                                              | 0.74                                                                                                                                                                | 0.76                                                                              | 0.81                                                                                                                                                                | 0.00                                                                              | 0.74                                                                              | 1.11                                                                                | 0.36                                                                                | 0.61                                                                                | 0.78                                                                                | 0.00                                                                                | 0.81                                                                                |
| Avail Cap(c_a), veh/h        | 372                                                                               | 613                                                                                                                                                                 | 562                                                                               | 693                                                                                                                                                                 | 0                                                                                 | 1015                                                                              | 244                                                                                 | 646                                                                                 | 534                                                                                 | 240                                                                                 | 0                                                                                   | 594                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                                                                                                                | 1.00                                                                              | 1.00                                                                                                                                                                | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 32.8                                                                              | 26.8                                                                                                                                                                | 27.0                                                                              | 29.4                                                                                                                                                                | 0.0                                                                               | 23.2                                                                              | 31.5                                                                                | 20.2                                                                                | 22.1                                                                                | 34.2                                                                                | 0.0                                                                                 | 27.4                                                                                |
| Incr Delay (d2), s/veh       | 7.9                                                                               | 2.8                                                                                                                                                                 | 3.4                                                                               | 6.0                                                                                                                                                                 | 0.0                                                                               | 2.0                                                                               | 90.4                                                                                | 0.4                                                                                 | 1.6                                                                                 | 13.3                                                                                | 0.0                                                                                 | 4.4                                                                                 |
| 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     | 2.2                                                                               | 4.5                                                                                                                                                                 | 4.3                                                                               | 4.0                                                                                                                                                                 | 0.0                                                                               | 5.9                                                                               | 10.1                                                                                | 2.5                                                                                 | 4.1                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 5.1                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 40.7                                                                              | 29.6                                                                                                                                                                | 30.3                                                                              | 35.4                                                                                                                                                                | 0.0                                                                               | 25.2                                                                              | 121.9                                                                               | 20.6                                                                                | 23.7                                                                                | 47.5                                                                                | 0.0                                                                                 | 31.8                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                                                                                                   | C                                                                                 | D                                                                                                                                                                   | A                                                                                 | C                                                                                 | F                                                                                   | C                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h          | 662                                                                               |                                                                                                                                                                     |                                                                                   | 855                                                                                                                                                                 |                                                                                   |                                                                                   | 754                                                                                 |                                                                                     |                                                                                     | 368                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 31.9                                                                              |                                                                                                                                                                     |                                                                                   | 30.6                                                                                                                                                                |                                                                                   |                                                                                   | 58.2                                                                                |                                                                                     |                                                                                     | 34.8                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                                                                                                     |                                                                                   | C                                                                                                                                                                   |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                                                                                                   | 3                                                                                 | 4                                                                                                                                                                   | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.1                                                                              | 26.5                                                                                                                                                                | 8.8                                                                               | 26.6                                                                                                                                                                | 17.1                                                                              | 20.5                                                                              | 15.0                                                                                | 20.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                                                                                                                 | 5.0                                                                               | 5.0                                                                                                                                                                 | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                                                                                                                | 10.0                                                                              | 25.0                                                                                                                                                                | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 6.6                                                                               | 16.3                                                                                                                                                                | 4.9                                                                               | 13.4                                                                                                                                                                | 11.5                                                                              | 13.0                                                                              | 12.0                                                                                | 13.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 2.3                                                                                                                                                                 | 0.1                                                                               | 1.6                                                                                                                                                                 | 0.6                                                                               | 2.5                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 39.4                                                                              |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | D                                                                                 |                                                                                                                                                                     |                                                                                   |                                                                                                                                                                     |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-17 Route 94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

No-Build\_PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 338                                                                               | 0                                                                                 | 166                                                                               | 252                                                                                 | 573                                                                                 | 0                                                                                   | 0                                                                                   | 367                                                                                 | 469                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 338                                                                               | 0                                                                                 | 166                                                                               | 252                                                                                 | 573                                                                                 | 0                                                                                   | 0                                                                                   | 367                                                                                 | 469                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1707                                                                              | 1900                                                                              | 1885                                                                              | 1811                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1841                                                                                | 1826                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 345                                                                               | 0                                                                                 | 169                                                                               | 257                                                                                 | 585                                                                                 | 0                                                                                   | 0                                                                                   | 374                                                                                 | 479                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                | 0.98                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 13                                                                                | 0                                                                                 | 1                                                                                 | 6                                                                                   | 3                                                                                   | 0                                                                                   | 0                                                                                   | 4                                                                                   | 5                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 434                                                                               | 0                                                                                 | 384                                                                               | 404                                                                                 | 1095                                                                                | 0                                                                                   | 0                                                                                   | 665                                                                                 | 593                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              | 0.00                                                                              | 0.24                                                                              | 0.12                                                                                | 0.59                                                                                | 0.00                                                                                | 0.00                                                                                | 0.38                                                                                | 0.38                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1598                                                                              | 1725                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1841                                                                                | 1560                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 345                                                                               | 0                                                                                 | 169                                                                               | 257                                                                                 | 585                                                                                 | 0                                                                                   | 0                                                                                   | 374                                                                                 | 479                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1598                                                                              | 1725                                                                                | 1856                                                                                | 0                                                                                   | 0                                                                                   | 1749                                                                                | 1560                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 10.5                                                                              | 0.0                                                                               | 5.3                                                                               | 4.7                                                                                 | 11.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 | 16.2                                                                                |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 10.5                                                                              | 0.0                                                                               | 5.3                                                                               | 4.7                                                                                 | 11.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 | 16.2                                                                                |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 434                                                                               | 0                                                                                 | 384                                                                               | 404                                                                                 | 1095                                                                                | 0                                                                                   | 0                                                                                   | 665                                                                                 | 593                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.79                                                                              | 0.00                                                                              | 0.44                                                                              | 0.64                                                                                | 0.53                                                                                | 0.00                                                                                | 0.00                                                                                | 0.56                                                                                | 0.81                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 615                                                                               | 0                                                                                 | 543                                                                               | 775                                                                                 | 1095                                                                                | 0                                                                                   | 0                                                                                   | 892                                                                                 | 795                                                                                 |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 21.0                                                                              | 0.0                                                                               | 19.0                                                                              | 11.6                                                                                | 7.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 14.4                                                                                | 16.3                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 4.7                                                                               | 0.0                                                                               | 0.8                                                                               | 1.7                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.7                                                                                 | 4.6                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 4.5                                                                               | 0.0                                                                               | 0.1                                                                               | 1.4                                                                                 | 3.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 3.4                                                                                 | 5.4                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 25.7                                                                              | 0.0                                                                               | 19.8                                                                              | 13.3                                                                                | 7.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 15.1                                                                                | 20.9                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | C                                                                                 | A                                                                                 | B                                                                                 | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 514                                                                               |                                                                                   |                                                                                     | 842                                                                                 |                                                                                     |                                                                                     | 853                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 23.8                                                                              |                                                                                   |                                                                                     | 9.4                                                                                 |                                                                                     |                                                                                     | 18.3                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 39.7                                                                              |                                                                                   |                                                                                   | 19.1                                                                              | 12.3                                                                              | 27.4                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 13.1                                                                              |                                                                                   |                                                                                   | 12.5                                                                              | 6.7                                                                               | 18.2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.3                                                                               |                                                                                   |                                                                                   | 1.6                                                                               | 0.6                                                                               | 4.2                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.2                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

No-Build\_PM Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 326                                                                               | 0                                                                                 | 256                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 499                                                                                 | 244                                                                                 | 110                                                                                 | 595                                                                                 | 0                                                                                   |
| Future Volume (veh/h)        | 326                                                                               | 0                                                                                 | 256                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 499                                                                                 | 244                                                                                 | 110                                                                                 | 595                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1900                                                                              | 1693                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1826                                                                                | 1752                                                                                | 1885                                                                                | 1752                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 340                                                                               | 0                                                                                 | 267                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 520                                                                                 | 254                                                                                 | 115                                                                                 | 620                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         | 3                                                                                 | 0                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 5                                                                                   | 10                                                                                  | 1                                                                                   | 10                                                                                  | 0                                                                                   |
| Cap, veh/h                   | 464                                                                               | 0                                                                                 | 423                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 656                                                                                 | 534                                                                                 | 379                                                                                 | 961                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.26                                                                              | 0.00                                                                              | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.36                                                                                | 0.36                                                                                | 0.09                                                                                | 0.55                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1767                                                                              | 0                                                                                 | 1610                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1826                                                                                | 1485                                                                                | 1795                                                                                | 1752                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 340                                                                               | 0                                                                                 | 267                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 520                                                                                 | 254                                                                                 | 115                                                                                 | 620                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 0                                                                                 | 1610                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1826                                                                                | 1485                                                                                | 1795                                                                                | 1752                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 9.3                                                                               | 0.0                                                                               | 7.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 13.5                                                                                | 7.0                                                                                 | 1.8                                                                                 | 13.1                                                                                | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 9.3                                                                               | 0.0                                                                               | 7.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 13.5                                                                                | 7.0                                                                                 | 1.8                                                                                 | 13.1                                                                                | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 464                                                                               | 0                                                                                 | 423                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 656                                                                                 | 534                                                                                 | 379                                                                                 | 961                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.73                                                                              | 0.00                                                                              | 0.63                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.79                                                                                | 0.48                                                                                | 0.30                                                                                | 0.65                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 1002                                                                              | 0                                                                                 | 913                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1035                                                                                | 841                                                                                 | 888                                                                                 | 993                                                                                 | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 17.8                                                                              | 0.0                                                                               | 17.2                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 15.2                                                                                | 13.1                                                                                | 10.0                                                                                | 8.4                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.3                                                                               | 0.0                                                                               | 1.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 2.2                                                                                 | 0.7                                                                                 | 0.4                                                                                 | 1.4                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.5                                                                               | 0.0                                                                               | 2.7                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 4.8                                                                                 | 2.0                                                                                 | 0.6                                                                                 | 3.5                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 20.1                                                                              | 0.0                                                                               | 18.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 17.4                                                                                | 13.8                                                                                | 10.5                                                                                | 9.7                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 607                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 774                                                                                |                                                                                     |                                                                                     | 735                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 19.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.2                                                                               |                                                                                     |                                                                                     | 9.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 24.0                                                                              | 18.9                                                                              |                                                                                   | 34.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 3.8                                                                               | 15.5                                                                              | 11.3                                                                              |                                                                                   | 15.1                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 3.5                                                                               | 2.6                                                                               |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 15.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th Signalized Intersection Summary  
120;296; Craigville Logistics Warehouse

50: NYS Route 208 & Museum Village Rd  
No-Build\_PM Peak Hour



| Movement                     | EBL   | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------------|-------|------|------|------|------|------|
| Lane Configurations          |       |      |      |      |      |      |
| Traffic Volume (veh/h)       | 178   | 225  | 175  | 1116 | 613  | 102  |
| Future Volume (veh/h)        | 178   | 225  | 175  | 1116 | 613  | 102  |
| 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       | 1832  | 1876 | 1805 | 1864 | 1982 | 1997 |
| Adj Flow Rate, veh/h         | 189   | 239  | 186  | 1187 | 652  | 109  |
| Peak Hour Factor             | 0.94  | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 3     | 0    | 6    | 2    | 5    | 4    |
| Cap, veh/h                   | 288   | 348  | 489  | 1412 | 1319 | 1126 |
| Arrive On Green              | 0.17  | 0.17 | 0.05 | 0.76 | 0.67 | 0.67 |
| Sat Flow, veh/h              | 1745  | 1590 | 1719 | 1864 | 1982 | 1693 |
| Grp Volume(v), veh/h         | 189   | 239  | 186  | 1187 | 652  | 109  |
| Grp Sat Flow(s),veh/h/ln     | 1745  | 1590 | 1719 | 1864 | 1982 | 1693 |
| Q Serve(g_s), s              | 13.1  | 17.9 | 4.2  | 55.0 | 21.2 | 3.0  |
| Cycle Q Clear(g_c), s        | 13.1  | 17.9 | 4.2  | 55.0 | 21.2 | 3.0  |
| Prop In Lane                 | 1.00  | 1.00 | 1.00 |      |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 288   | 348  | 489  | 1412 | 1319 | 1126 |
| V/C Ratio(X)                 | 0.66  | 0.69 | 0.38 | 0.84 | 0.49 | 0.10 |
| Avail Cap(c_a), veh/h        | 566   | 601  | 795  | 1412 | 1319 | 1126 |
| 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     | 50.5  | 46.5 | 8.0  | 10.5 | 10.8 | 7.7  |
| Incr Delay (d2), s/veh       | 0.9   | 0.9  | 0.5  | 6.2  | 1.3  | 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     | 5.8   | 15.4 | 1.2  | 17.8 | 8.3  | 1.0  |
| Unsig. Movement Delay, s/veh |       |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 51.5  | 47.4 | 8.5  | 16.7 | 12.1 | 7.9  |
| LnGrp LOS                    | D     | D    | A    | B    | B    | A    |
| Approach Vol, veh/h          | 428   |      |      | 1373 | 761  |      |
| Approach Delay, s/veh        | 49.2  |      |      | 15.6 | 11.5 |      |
| Approach LOS                 | D     |      |      | B    | B    |      |
| Timer - Assigned Phs         | 2     |      |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s     | 103.0 |      |      | 26.4 | 11.9 | 91.1 |
| 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+l1), s | 57.0  |      |      | 19.9 | 6.2  | 23.2 |
| Green Ext Time (p_c), s      | 5.4   |      |      | 1.5  | 0.8  | 2.3  |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.0 |
| HCM 6th LOS        | B    |

Notes

User approved volume balancing among the lanes for turning movement.

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 25.1   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 45     | 176                                                                               | 3    | 17     | 315                                                                               | 81   | 1      | 56                                                                                | 19   | 105    | 80                                                                                  | 57    |
| Future Vol, veh/h        | 45     | 176                                                                               | 3    | 17     | 315                                                                               | 81   | 1      | 56                                                                                | 19   | 105    | 80                                                                                  | 57    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                  | 90    |
| Heavy Vehicles, %        | 2      | 3                                                                                 | 0    | 6      | 4                                                                                 | 4    | 0      | 0                                                                                 | 0    | 1      | 5                                                                                   | 5     |
| Mvmt Flow                | 50     | 196                                                                               | 3    | 19     | 350                                                                               | 90   | 1      | 62                                                                                | 21   | 117    | 89                                                                                  | 63    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 440    | 0                                                                                 | 0    | 199    | 0                                                                                 | 0    | 807    | 776                                                                               | 198  | 772    | 732                                                                                 | 395   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 298    | 298                                                                               | -    | 433    | 433                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 509    | 478                                                                               | -    | 339    | 299                                                                                 | -     |
| Critical Hdwy            | 4.12   | -                                                                                 | -    | 4.16   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.91   | 7.35                                                                                | 6.65  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.35                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.35                                                                                | -     |
| Follow-up Hdwy           | 2.218  | -                                                                                 | -    | 2.254  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.509  | 4.045                                                                               | 3.345 |
| Pot Cap-1 Maneuver       | 1120   | -                                                                                 | -    | 1350   | -                                                                                 | -    | 302    | 331                                                                               | 848  | 268    | 293                                                                                 | 620   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 715    | 671                                                                               | -    | 548    | 524                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 550    | 559                                                                               | -    | 629    | 618                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1120   | -                                                                                 | -    | 1350   | -                                                                                 | -    | 193    | 308                                                                               | 848  | 210    | 273                                                                                 | 620   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 193    | 308                                                                               | -    | 210    | 273                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 679    | 637                                                                               | -    | 521    | 514                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 401    | 548                                                                               | -    | 526    | 587                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s     | 1.7    |                                                                                   |      | 0.3    |                                                                                   |      | 17.9   |                                                                                   |      | 91.3   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |      | F      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 363    | 1120                                                                              | -    | -      | 1350                                                                              | -    | -      | 273                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.233  | 0.045                                                                             | -    | -      | 0.014                                                                             | -    | -      | 0.985                                                                             |      |        |                                                                                     |       |
| HCM Control Delay (s)    | 17.9   | 8.4                                                                               | 0    | -      | 7.7                                                                               | 0    | -      | 91.3                                                                              |      |        |                                                                                     |       |
| HCM Lane LOS             | C      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | F                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.9    | 0.1                                                                               | -    | -      | 0                                                                                 | -    | -      | 9.8                                                                               |      |        |                                                                                     |       |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1                                                                                 |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 5                                                                                 | 4      | 0    | 37                                                                                | 30                                                                                | 0    |
| Future Vol, veh/h        | 5                                                                                 | 4      | 0    | 37                                                                                | 30                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 83                                                                                | 83     | 83   | 83                                                                                | 83                                                                                | 83   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 6                                                                                 | 5      | 0    | 45                                                                                | 36                                                                                | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 81                                                                                | 36     | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 36                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 45                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2    | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3    | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 926                                                                               | 1042   | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 992                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 983                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 926                                                                               | 1042   | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 926                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 992                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 983                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.7                                                                               | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 974                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.011                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 8.7                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - A                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0                                                                               |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 6      | 132                                                                               | 204                                                                               | 31     | 23                                                                                | 10   |
| Future Vol, veh/h        | 6      | 132                                                                               | 204                                                                               | 31     | 23                                                                                | 10   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 3                                                                                 | 3                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 7      | 147                                                                               | 227                                                                               | 34     | 26                                                                                | 11   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 261    | 0                                                                                 | -                                                                                 | 0      | 405                                                                               | 244  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 244                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 161                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 1315   | -                                                                                 | -                                                                                 | -      | 606                                                                               | 800  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 801                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 873                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1315   | -                                                                                 | -                                                                                 | -      | 602                                                                               | 800  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 602                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 796                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 873                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.3    | 0                                                                                 |                                                                                   | 10.9   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1315   | -                                                                                 | -                                                                                 | -      | 651                                                                               |      |
| HCM Lane V/C Ratio       | 0.005  | -                                                                                 | -                                                                                 | -      | 0.056                                                                             |      |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 10.9                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

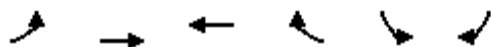
| Intersection             |        |       |        |      |      |        |      |       |      |      |      |      |
|--------------------------|--------|-------|--------|------|------|--------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 2.6    |       |        |      |      |        |      |       |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL  | WBT  | WBR    | NEL  | NET   | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |        | ↕     |        |      | ↕    |        |      | ↕     |      |      |      |      |
| Traffic Vol, veh/h       | 169    | 143   | 0      | 0    | 214  | 1      | 0    | 0     | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 169    | 143   | 0      | 0    | 214  | 1      | 0    | 0     | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0    | 0      | 0    | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free  | Free   | Free | Free | Free   | Stop | Stop  | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -     | None   | -    | -    | None   | -    | -     | None | -    | -    | None |
| Storage Length           | -      | -     | -      | -    | -    | -      | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -      | -    | 0    | -      | -    | 0     | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -      | -    | 0    | -      | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 93     | 93    | 93     | 93   | 93   | 93     | 93   | 93    | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 1      | 2     | 0      | 0    | 4    | 0      | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 182    | 154   | 0      | 0    | 230  | 1      | 0    | 0     | 0    | 0    | 0    | 0    |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Major/Minor              | Major1 |       | Major2 |      |      | Minor1 |      |       |      |      |      |      |
| Conflicting Flow All     | 231    | 0     | -      | -    | -    | 0      | -    | 749   | -    |      |      |      |
| Stage 1                  | -      | -     | -      | -    | -    | -      | -    | 518   | -    |      |      |      |
| Stage 2                  | -      | -     | -      | -    | -    | -      | -    | 231   | -    |      |      |      |
| Critical Hdwy            | 4.11   | -     | -      | -    | -    | -      | -    | 6.52  | -    |      |      |      |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | -    | -      | -    | 5.52  | -    |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | -    | -      | -    | 5.52  | -    |      |      |      |
| Follow-up Hdwy           | 2.209  | -     | -      | -    | -    | -      | -    | 4.018 | -    |      |      |      |
| Pot Cap-1 Maneuver       | 1343   | -     | 0      | 0    | -    | -      | 0    | 341   | 0    |      |      |      |
| Stage 1                  | -      | -     | 0      | 0    | -    | -      | 0    | 533   | 0    |      |      |      |
| Stage 2                  | -      | -     | 0      | 0    | -    | -      | 0    | 713   | 0    |      |      |      |
| Platoon blocked, %       |        | -     |        |      | -    | -      |      |       |      |      |      |      |
| Mov Cap-1 Maneuver       | 1343   | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Stage 1                  | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
| Stage 2                  | -      | -     | -      | -    | -    | -      | -    | 0     | -    |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Approach                 | EB     |       | WB     |      |      | NE     |      |       |      |      |      |      |
| HCM Control Delay, s     | 4.4    |       | 0      |      |      | 0      |      |       |      |      |      |      |
| HCM LOS                  |        |       |        |      |      | A      |      |       |      |      |      |      |
|                          |        |       |        |      |      |        |      |       |      |      |      |      |
| Minor Lane/Major Mvmt    | NELn1  | EBL   | EBT    | WBT  | WBR  |        |      |       |      |      |      |      |
| Capacity (veh/h)         | -      | 1343  | -      | -    | -    |        |      |       |      |      |      |      |
| HCM Lane V/C Ratio       | -      | 0.135 | -      | -    | -    |        |      |       |      |      |      |      |
| HCM Control Delay (s)    | 0      | 8.1   | 0      | -    | -    |        |      |       |      |      |      |      |
| HCM Lane LOS             | A      | A     | A      | -    | -    |        |      |       |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | 0.5   | -      | -    | -    |        |      |       |      |      |      |      |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.5                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 6                                                                                 | 58       | 31                                                                                | 6      | 61    | 22                                                                                |
| Future Vol, veh/h        | 6                                                                                 | 58       | 31                                                                                | 6      | 61    | 22                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0      | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Peak Hour Factor         | 84                                                                                | 84       | 84                                                                                | 84     | 84    | 84                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 4        | 0                                                                                 | 0      | 2     | 0                                                                                 |
| Mvmt Flow                | 7                                                                                 | 69       | 37                                                                                | 7      | 73    | 26                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 213                                                                               | 41       | 0                                                                                 | 0      | 44    | 0                                                                                 |
| Stage 1                  | 41                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 172                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.24     | -                                                                                 | -      | 4.12  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.336    | -                                                                                 | -      | 2.218 | -                                                                                 |
| Pot Cap-1 Maneuver       | 780                                                                               | 1024     | -                                                                                 | -      | 1564  | -                                                                                 |
| Stage 1                  | 987                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 863                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 743                                                                               | 1024     | -                                                                                 | -      | 1564  | -                                                                                 |
| Mov Cap-2 Maneuver       | 743                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 987                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 822                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 8.9                                                                               | 0        |                                                                                   | 5.4    |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 989    |                                                                                   | 1564   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.077  |                                                                                   | 0.046  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 8.9    |                                                                                   | 7.4    | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - A      |                                                                                   | A      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 0.2    |                                                                                   | 0.1    | -     |                                                                                   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
No-Build\_SAT Midday Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      |       |       |      |                           |      |
| Traffic Volume (vph)              | 46   | 330   | 234   | 11   | 12                        | 196  |
| Future Volume (vph)               | 46   | 330   | 234   | 11   | 12                        | 196  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 0.99  |      | 0.87                      |      |
| Flt Protected                     |      | 0.99  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1851  | 1836  |      | 1639                      |      |
| Flt Permitted                     |      | 0.93  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1739  | 1836  |      | 1639                      |      |
| Peak-hour factor, PHF             | 0.96 | 0.96  | 0.96  | 0.96 | 0.96                      | 0.96 |
| Adj. Flow (vph)                   | 48   | 344   | 244   | 11   | 12                        | 204  |
| RTOR Reduction (vph)              | 0    | 0     | 1     | 0    | 157                       | 0    |
| Lane Group Flow (vph)             | 0    | 392   | 254   | 0    | 61                        | 0    |
| Heavy Vehicles (%)                | 2%   | 2%    | 3%    | 0%   | 0%                        | 1%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 83.9  | 38.6  |      | 28.5                      |      |
| Effective Green, g (s)            |      | 83.9  | 38.6  |      | 28.5                      |      |
| Actuated g/C Ratio                |      | 0.69  | 0.32  |      | 0.23                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1192  | 579   |      | 381                       |      |
| v/s Ratio Prot                    |      |       | c0.14 |      | c0.04                     |      |
| v/s Ratio Perm                    |      | c0.23 |       |      |                           |      |
| v/c Ratio                         |      | 0.33  | 0.44  |      | 0.16                      |      |
| Uniform Delay, d1                 |      | 7.8   | 33.3  |      | 37.4                      |      |
| Progression Factor                |      | 0.13  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.4   | 1.5   |      | 0.2                       |      |
| Delay (s)                         |      | 1.5   | 34.8  |      | 37.6                      |      |
| Level of Service                  |      | A     | C     |      | D                         |      |
| Approach Delay (s)                |      | 1.5   | 34.8  |      | 37.6                      |      |
| Approach LOS                      |      | A     | C     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 20.4  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.33  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 122.4 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 58.2% |      | ICU Level of Service      | B    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse

No-Build\_SAT Midday Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 244                                                                               | 419                                                                               | 145                                                                               | 285                                                                               | 425                                                                               | 132                                                                               |
| Future Volume (vph)               | 244                                                                               | 419                                                                               | 145                                                                               | 285                                                                               | 425                                                                               | 132                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1832                                                                              | 1787                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.79                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1477                                                                              | 1787                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Adj. Flow (vph)                   | 254                                                                               | 436                                                                               | 151                                                                               | 297                                                                               | 443                                                                               | 138                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 299                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 23                                                                                |
| Lane Group Flow (vph)             | 254                                                                               | 137                                                                               | 0                                                                                 | 448                                                                               | 443                                                                               | 115                                                                               |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 2%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 38.6                                                                              | 38.6                                                                              |                                                                                   | 72.1                                                                              | 40.3                                                                              | 40.3                                                                              |
| Effective Green, g (s)            | 38.6                                                                              | 38.6                                                                              |                                                                                   | 72.1                                                                              | 40.3                                                                              | 40.3                                                                              |
| Actuated g/C Ratio                | 0.32                                                                              | 0.32                                                                              |                                                                                   | 0.59                                                                              | 0.33                                                                              | 0.33                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 593                                                                               | 504                                                                               |                                                                                   | 870                                                                               | 588                                                                               | 521                                                                               |
| v/s Ratio Prot                    | 0.14                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.09                                                                              |                                                                                   | 0.30                                                                              |                                                                                   | 0.07                                                                              |
| v/c Ratio                         | 0.43                                                                              | 0.27                                                                              |                                                                                   | 0.51                                                                              | 0.75                                                                              | 0.22                                                                              |
| Uniform Delay, d1                 | 33.2                                                                              | 31.4                                                                              |                                                                                   | 14.8                                                                              | 36.6                                                                              | 29.7                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.45                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.4                                                                               | 0.8                                                                               |                                                                                   | 1.3                                                                               | 8.7                                                                               | 1.0                                                                               |
| Delay (s)                         | 34.6                                                                              | 32.2                                                                              |                                                                                   | 7.9                                                                               | 45.3                                                                              | 30.7                                                                              |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay (s)                | 33.1                                                                              |                                                                                   |                                                                                   | 7.9                                                                               | 41.8                                                                              |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.63                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 122.4                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 71.9%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

No-Build\_SAT Midday Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 124                                                                               | 328                                                                               | 212                                                                               | 339                                                                               | 347                                                                               | 24                                                                                | 256                                                                                 | 159                                                                                 | 284                                                                                 | 57                                                                                  | 192                                                                                 | 143                                                                                 |
| Future Volume (veh/h)        | 124                                                                               | 328                                                                               | 212                                                                               | 339                                                                               | 347                                                                               | 24                                                                                | 256                                                                                 | 159                                                                                 | 284                                                                                 | 57                                                                                  | 192                                                                                 | 143                                                                                 |
| 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                                                                              | 1856                                                                              | 1870                                                                              | 1870                                                                              | 1781                                                                              | 1900                                                                                | 1870                                                                                | 1856                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 133                                                                               | 353                                                                               | 228                                                                               | 365                                                                               | 373                                                                               | 26                                                                                | 275                                                                                 | 171                                                                                 | 305                                                                                 | 61                                                                                  | 206                                                                                 | 154                                                                                 |
| Peak Hour Factor             | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 3                                                                                 | 2                                                                                 | 2                                                                                 | 8                                                                                 | 0                                                                                   | 2                                                                                   | 3                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 171                                                                               | 466                                                                               | 296                                                                               | 473                                                                               | 454                                                                               | 32                                                                                | 241                                                                                 | 623                                                                                 | 523                                                                                 | 79                                                                                  | 242                                                                                 | 181                                                                                 |
| Arrive On Green              | 0.09                                                                              | 0.22                                                                              | 0.22                                                                              | 0.14                                                                              | 0.26                                                                              | 0.26                                                                              | 0.13                                                                                | 0.33                                                                                | 0.33                                                                                | 0.04                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 2119                                                                              | 1344                                                                              | 3456                                                                              | 1728                                                                              | 120                                                                               | 1810                                                                                | 1870                                                                                | 1572                                                                                | 1810                                                                                | 994                                                                                 | 743                                                                                 |
| Grp Volume(v), veh/h         | 133                                                                               | 300                                                                               | 281                                                                               | 365                                                                               | 0                                                                                 | 399                                                                               | 275                                                                                 | 171                                                                                 | 305                                                                                 | 61                                                                                  | 0                                                                                   | 360                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1805                                                                              | 1658                                                                              | 1728                                                                              | 0                                                                                 | 1849                                                                              | 1810                                                                                | 1870                                                                                | 1572                                                                                | 1810                                                                                | 0                                                                                   | 1737                                                                                |
| Q Serve(g_s), s              | 5.4                                                                               | 11.7                                                                              | 11.9                                                                              | 7.6                                                                               | 0.0                                                                               | 15.2                                                                              | 10.0                                                                                | 5.0                                                                                 | 12.0                                                                                | 2.5                                                                                 | 0.0                                                                                 | 14.8                                                                                |
| Cycle Q Clear(g_c), s        | 5.4                                                                               | 11.7                                                                              | 11.9                                                                              | 7.6                                                                               | 0.0                                                                               | 15.2                                                                              | 10.0                                                                                | 5.0                                                                                 | 12.0                                                                                | 2.5                                                                                 | 0.0                                                                                 | 14.8                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.81                                                                              | 1.00                                                                              |                                                                                   | 0.07                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.43                                                                                |
| Lane Grp Cap(c), veh/h       | 171                                                                               | 397                                                                               | 365                                                                               | 473                                                                               | 0                                                                                 | 485                                                                               | 241                                                                                 | 623                                                                                 | 523                                                                                 | 79                                                                                  | 0                                                                                   | 422                                                                                 |
| V/C Ratio(X)                 | 0.78                                                                              | 0.75                                                                              | 0.77                                                                              | 0.77                                                                              | 0.00                                                                              | 0.82                                                                              | 1.14                                                                                | 0.27                                                                                | 0.58                                                                                | 0.77                                                                                | 0.00                                                                                | 0.85                                                                                |
| Avail Cap(c_a), veh/h        | 362                                                                               | 602                                                                               | 553                                                                               | 691                                                                               | 0                                                                                 | 986                                                                               | 241                                                                                 | 623                                                                                 | 524                                                                                 | 241                                                                                 | 0                                                                                   | 579                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 33.2                                                                              | 27.4                                                                              | 27.5                                                                              | 31.2                                                                              | 0.0                                                                               | 26.0                                                                              | 32.5                                                                                | 18.4                                                                                | 20.7                                                                                | 35.5                                                                                | 0.0                                                                                 | 27.1                                                                                |
| Incr Delay (d2), s/veh       | 7.4                                                                               | 2.9                                                                               | 3.7                                                                               | 3.2                                                                               | 0.0                                                                               | 3.6                                                                               | 101.0                                                                               | 0.2                                                                                 | 1.6                                                                                 | 14.7                                                                                | 0.0                                                                                 | 8.9                                                                                 |
| 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     | 2.6                                                                               | 5.0                                                                               | 4.7                                                                               | 3.2                                                                               | 0.0                                                                               | 6.6                                                                               | 10.9                                                                                | 2.0                                                                                 | 4.4                                                                                 | 1.4                                                                                 | 0.0                                                                                 | 6.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 40.6                                                                              | 30.3                                                                              | 31.2                                                                              | 34.5                                                                              | 0.0                                                                               | 29.6                                                                              | 133.5                                                                               | 18.6                                                                                | 22.4                                                                                | 50.2                                                                                | 0.0                                                                                 | 36.0                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 714                                                                               |                                                                                   |                                                                                   | 764                                                                               |                                                                                   |                                                                                     | 751                                                                                 |                                                                                     |                                                                                     | 421                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 32.6                                                                              |                                                                                   |                                                                                   | 31.9                                                                              |                                                                                   |                                                                                     | 62.2                                                                                |                                                                                     |                                                                                     | 38.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 12.1                                                                              | 24.7                                                                              | 8.3                                                                               | 30.0                                                                              | 15.3                                                                              | 21.5                                                                              | 15.0                                                                                | 23.2                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1), s | 7.4                                                                               | 17.2                                                                              | 4.5                                                                               | 14.0                                                                              | 9.6                                                                               | 13.9                                                                              | 12.0                                                                                | 16.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 2.3                                                                               | 0.0                                                                               | 1.5                                                                               | 0.6                                                                               | 2.6                                                                               | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 41.6                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary NY-17 Route 94 & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

No-Build\_SAT Midday Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 179                                                                               | 1                                                                                 | 136                                                                               | 125                                                                                 | 563                                                                                 | 0                                                                                   | 0                                                                                   | 380                                                                                 | 363                                                                                 |
| Future Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 179                                                                               | 1                                                                                 | 136                                                                               | 125                                                                                 | 563                                                                                 | 0                                                                                   | 0                                                                                   | 380                                                                                 | 363                                                                                 |
| Initial Q (Qb), veh          |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       |                                                                                   |                                                                                   |                                                                                   | 1841                                                                              | 1900                                                                              | 1900                                                                              | 1841                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1856                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         |                                                                                   |                                                                                   |                                                                                   | 195                                                                               | 1                                                                                 | 148                                                                               | 136                                                                                 | 612                                                                                 | 0                                                                                   | 0                                                                                   | 413                                                                                 | 395                                                                                 |
| Peak Hour Factor             |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         |                                                                                   |                                                                                   |                                                                                   | 4                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 2                                                                                   |
| Cap, veh/h                   |                                                                                   |                                                                                   |                                                                                   | 316                                                                               | 2                                                                                 | 282                                                                               | 446                                                                                 | 1098                                                                                | 0                                                                                   | 0                                                                                   | 659                                                                                 | 588                                                                                 |
| Arrive On Green              |                                                                                   |                                                                                   |                                                                                   | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.09                                                                                | 0.59                                                                                | 0.00                                                                                | 0.00                                                                                | 0.37                                                                                | 0.37                                                                                |
| Sat Flow, veh/h              |                                                                                   |                                                                                   |                                                                                   | 1801                                                                              | 9                                                                                 | 1610                                                                              | 1753                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1856                                                                                | 1572                                                                                |
| Grp Volume(v), veh/h         |                                                                                   |                                                                                   |                                                                                   | 196                                                                               | 0                                                                                 | 148                                                                               | 136                                                                                 | 612                                                                                 | 0                                                                                   | 0                                                                                   | 413                                                                                 | 395                                                                                 |
| Grp Sat Flow(s),veh/h/ln     |                                                                                   |                                                                                   |                                                                                   | 1810                                                                              | 0                                                                                 | 1610                                                                              | 1753                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1763                                                                                | 1572                                                                                |
| Q Serve(g_s), s              |                                                                                   |                                                                                   |                                                                                   | 4.2                                                                               | 0.0                                                                               | 3.5                                                                               | 1.7                                                                                 | 8.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 8.1                                                                                 | 8.9                                                                                 |
| Cycle Q Clear(g_c), s        |                                                                                   |                                                                                   |                                                                                   | 4.2                                                                               | 0.0                                                                               | 3.5                                                                               | 1.7                                                                                 | 8.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 8.1                                                                                 | 8.9                                                                                 |
| Prop In Lane                 |                                                                                   |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 0.00                                                                                | 0.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       |                                                                                   |                                                                                   |                                                                                   | 318                                                                               | 0                                                                                 | 282                                                                               | 446                                                                                 | 1098                                                                                | 0                                                                                   | 0                                                                                   | 659                                                                                 | 588                                                                                 |
| V/C Ratio(X)                 |                                                                                   |                                                                                   |                                                                                   | 0.62                                                                              | 0.00                                                                              | 0.52                                                                              | 0.31                                                                                | 0.56                                                                                | 0.00                                                                                | 0.00                                                                                | 0.63                                                                                | 0.67                                                                                |
| Avail Cap(c_a), veh/h        |                                                                                   |                                                                                   |                                                                                   | 859                                                                               | 0                                                                                 | 764                                                                               | 1111                                                                                | 1331                                                                                | 0                                                                                   | 0                                                                                   | 1255                                                                                | 1119                                                                                |
| HCM Platoon Ratio            |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     |                                                                                   |                                                                                   |                                                                                   | 16.1                                                                              | 0.0                                                                               | 15.8                                                                              | 7.1                                                                                 | 5.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 10.8                                                                                | 11.0                                                                                |
| Incr Delay (d2), s/veh       |                                                                                   |                                                                                   |                                                                                   | 2.0                                                                               | 0.0                                                                               | 1.5                                                                               | 0.4                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 1.3                                                                                 |
| Initial Q Delay(d3),s/veh    |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     |                                                                                   |                                                                                   |                                                                                   | 1.6                                                                               | 0.0                                                                               | 0.1                                                                               | 0.4                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 2.3                                                                                 | 2.3                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         |                                                                                   |                                                                                   |                                                                                   | 18.0                                                                              | 0.0                                                                               | 17.3                                                                              | 7.5                                                                                 | 5.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.8                                                                                | 12.4                                                                                |
| LnGrp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 344                                                                               |                                                                                   |                                                                                     | 748                                                                                 |                                                                                     |                                                                                     | 808                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 17.7                                                                              |                                                                                   |                                                                                     | 6.1                                                                                 |                                                                                     |                                                                                     | 12.1                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 29.7                                                                              |                                                                                   |                                                                                   | 12.4                                                                              | 9.0                                                                               | 20.7                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 30.0                                                                              |                                                                                   |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.5                                                                              |                                                                                   |                                                                                   | 6.2                                                                               | 3.7                                                                               | 10.9                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 3.7                                                                               |                                                                                   |                                                                                   | 1.3                                                                               | 0.3                                                                               | 4.9                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

No-Build\_SAT Midday Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 304                                                                               | 1                                                                                 | 176                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 384                                                                                 | 257                                                                                 | 146                                                                                 | 413                                                                                 | 0                                                                                   |
| Future Volume (veh/h)        | 304                                                                               | 1                                                                                 | 176                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 384                                                                                 | 257                                                                                 | 146                                                                                 | 413                                                                                 | 0                                                                                   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1900                                                                              | 1841                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1856                                                                                | 1811                                                                                | 1856                                                                                | 1856                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h         | 334                                                                               | 1                                                                                 | 193                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 422                                                                                 | 282                                                                                 | 160                                                                                 | 454                                                                                 | 0                                                                                   |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.91                                                                               | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 0                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 3                                                                                   | 6                                                                                   | 3                                                                                   | 3                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 461                                                                               | 2                                                                                 | 415                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 583                                                                                 | 482                                                                                 | 425                                                                                 | 979                                                                                 | 0                                                                                   |
| Arrive On Green              | 0.26                                                                              | 0.26                                                                              | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.31                                                                                | 0.31                                                                                | 0.11                                                                                | 0.53                                                                                | 0.00                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 8                                                                                 | 1603                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1856                                                                                | 1535                                                                                | 1767                                                                                | 1856                                                                                | 0                                                                                   |
| Grp Volume(v), veh/h         | 334                                                                               | 0                                                                                 | 194                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 422                                                                                 | 282                                                                                 | 160                                                                                 | 454                                                                                 | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 0                                                                                 | 1611                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1856                                                                                | 1535                                                                                | 1767                                                                                | 1856                                                                                | 0                                                                                   |
| Q Serve(g_s), s              | 8.0                                                                               | 0.0                                                                               | 4.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 9.5                                                                                 | 7.2                                                                                 | 2.5                                                                                 | 7.2                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.0                                                                               | 0.0                                                                               | 4.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 9.5                                                                                 | 7.2                                                                                 | 2.5                                                                                 | 7.2                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.00                                                                                |
| Lane Grp Cap(c), veh/h       | 461                                                                               | 0                                                                                 | 417                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 583                                                                                 | 482                                                                                 | 425                                                                                 | 979                                                                                 | 0                                                                                   |
| V/C Ratio(X)                 | 0.72                                                                              | 0.00                                                                              | 0.47                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.72                                                                                | 0.58                                                                                | 0.38                                                                                | 0.46                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 1141                                                                              | 0                                                                                 | 1032                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1188                                                                                | 983                                                                                 | 991                                                                                 | 1188                                                                                | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 15.8                                                                              | 0.0                                                                               | 14.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 14.3                                                                                | 13.5                                                                                | 9.2                                                                                 | 6.9                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.2                                                                               | 0.0                                                                               | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 1.7                                                                                 | 1.1                                                                                 | 0.6                                                                                 | 0.3                                                                                 | 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                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 3.0                                                                               | 0.0                                                                               | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 3.3                                                                                 | 2.1                                                                                 | 0.7                                                                                 | 1.8                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 18.0                                                                              | 0.0                                                                               | 15.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 16.0                                                                                | 14.6                                                                                | 9.7                                                                                 | 7.3                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 528                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 704                                                                                |                                                                                     |                                                                                     | 614                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 17.1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 15.4                                                                               |                                                                                     |                                                                                     | 7.9                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 19.7                                                                              | 17.1                                                                              |                                                                                   | 29.7                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 4.5                                                                               | 11.5                                                                              | 10.0                                                                              |                                                                                   | 9.2                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.3                                                                               | 3.3                                                                               | 2.1                                                                               |                                                                                   | 2.6                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 13.4                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th Signalized Intersection Summary  
120;296; Craigville Logistics Warehouse

50: NYS Route 208 & Museum Village Rd  
No-Build\_SAT Midday Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    | ↰    | ↱    | ↱    | ↰    |
| Traffic Volume (veh/h)       | 101  | 166  | 227  | 449  | 600  | 86   |
| Future Volume (veh/h)        | 101  | 166  | 227  | 449  | 600  | 86   |
| 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       | 1832 | 1876 | 1894 | 1879 | 2042 | 2012 |
| Adj Flow Rate, veh/h         | 105  | 173  | 236  | 468  | 625  | 90   |
| Peak Hour Factor             | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 3    | 0    | 0    | 1    | 1    | 3    |
| Cap, veh/h                   | 218  | 296  | 579  | 1483 | 1399 | 1168 |
| Arrive On Green              | 0.13 | 0.13 | 0.06 | 0.79 | 0.68 | 0.68 |
| Sat Flow, veh/h              | 1745 | 1590 | 1804 | 1879 | 2042 | 1705 |
| Grp Volume(v), veh/h         | 105  | 173  | 236  | 468  | 625  | 90   |
| Grp Sat Flow(s),veh/h/ln     | 1745 | 1590 | 1804 | 1879 | 2042 | 1705 |
| Q Serve(g_s), s              | 6.5  | 11.6 | 4.2  | 8.2  | 16.2 | 2.0  |
| Cycle Q Clear(g_c), s        | 6.5  | 11.6 | 4.2  | 8.2  | 16.2 | 2.0  |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 218  | 296  | 579  | 1483 | 1399 | 1168 |
| V/C Ratio(X)                 | 0.48 | 0.58 | 0.41 | 0.32 | 0.45 | 0.08 |
| Avail Cap(c_a), veh/h        | 718  | 752  | 933  | 1483 | 1399 | 1168 |
| 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     | 47.5 | 43.3 | 5.8  | 3.5  | 8.3  | 6.1  |
| Incr Delay (d2), s/veh       | 0.6  | 0.7  | 0.5  | 0.6  | 1.0  | 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     | 2.9  | 10.2 | 1.1  | 2.0  | 6.0  | 0.6  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 48.1 | 44.0 | 6.3  | 4.0  | 9.4  | 6.2  |
| LnGrp LOS                    | D    | D    | A    | A    | A    | A    |
| Approach Vol, veh/h          | 278  |      |      | 704  | 715  |      |
| Approach Delay, s/veh        | 45.5 |      |      | 4.8  | 9.0  |      |
| Approach LOS                 | D    |      |      | A    | A    |      |
| Timer - Assigned Phs         | 2    |      |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s     | 97.0 |      |      | 19.6 | 12.1 | 84.9 |
| 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+l1), s | 10.2 |      |      | 13.6 | 6.2  | 18.2 |
| Green Ext Time (p_c), s      | 1.3  |      |      | 1.0  | 1.0  | 2.1  |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 13.2 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 6.7    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 18     | 139                                                                               | 1    | 6      | 192                                                                               | 36   | 0      | 58                                                                                | 4     | 91     | 51                                                                                  | 26    |
| Future Vol, veh/h        | 18     | 139                                                                               | 1    | 6      | 192                                                                               | 36   | 0      | 58                                                                                | 4     | 91     | 51                                                                                  | 26    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90    | 90     | 90                                                                                  | 90    |
| Heavy Vehicles, %        | 0      | 3                                                                                 | 0    | 17     | 2                                                                                 | 0    | 0      | 0                                                                                 | 25    | 1      | 0                                                                                   | 4     |
| Mvmt Flow                | 20     | 154                                                                               | 1    | 7      | 213                                                                               | 40   | 0      | 64                                                                                | 4     | 101    | 57                                                                                  | 29    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 253    | 0                                                                                 | 0    | 155    | 0                                                                                 | 0    | 485    | 462                                                                               | 155   | 476    | 442                                                                                 | 233   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 195    | 195                                                                               | -     | 247    | 247                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 290    | 267                                                                               | -     | 229    | 195                                                                                 | -     |
| Critical Hdwy            | 4.1    | -                                                                                 | -    | 4.27   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.45  | 7.91   | 7.3                                                                                 | 6.64  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -     | 6.91   | 6.3                                                                                 | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -     | 6.91   | 6.3                                                                                 | -     |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -    | 2.353  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.525 | 3.509  | 4                                                                                   | 3.336 |
| Pot Cap-1 Maneuver       | 1324   | -                                                                                 | -    | 1339   | -                                                                                 | -    | 496    | 500                                                                               | 834   | 451    | 465                                                                                 | 781   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 811    | 743                                                                               | -     | 719    | 668                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 722    | 692                                                                               | -     | 738    | 712                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1324   | -                                                                                 | -    | 1339   | -                                                                                 | -    | 425    | 489                                                                               | 834   | 396    | 454                                                                                 | 781   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 425    | 489                                                                               | -     | 396    | 454                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 797    | 730                                                                               | -     | 707    | 664                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 632    | 688                                                                               | -     | 658    | 700                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0.9    |                                                                                   |      | 0.2    |                                                                                   |      | 13.3   |                                                                                   |       | 18.7   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |       | C      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 502    | 1324                                                                              | -    | -      | 1339                                                                              | -    | -      | 447                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.137  | 0.015                                                                             | -    | -      | 0.005                                                                             | -    | -      | 0.418                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 13.3   | 7.8                                                                               | 0    | -      | 7.7                                                                               | 0    | -      | 18.7                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.5    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 2                                                                                 |       |        |                                                                                     |       |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.4                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 79                                                                                | 7      | 0    | 96                                                                                | 71                                                                                | 0    |
| Future Vol, veh/h        | 79                                                                                | 7      | 0    | 96                                                                                | 71                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 90                                                                                | 90     | 90   | 90                                                                                | 90                                                                                | 90   |
| Heavy Vehicles, %        | 4                                                                                 | 14     | 0    | 4                                                                                 | 12                                                                                | 0    |
| Mvmt Flow                | 88                                                                                | 8      | 0    | 107                                                                               | 79                                                                                | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 186                                                                               | 79     | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 79                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 107                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.44                                                                              | 6.34   | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.44                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.44                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.536                                                                             | 3.426  | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 799                                                                               | 949    | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 939                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 912                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 799                                                                               | 949    | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 799                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 939                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 912                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10                                                                                | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 809                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.118                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 10                                                                              |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - B                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.4                                                                             |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.8    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 48     | 119                                                                               | 172                                                                               | 48     | 44                                                                                | 34    |
| Future Vol, veh/h        | 48     | 119                                                                               | 172                                                                               | 48     | 44                                                                                | 34    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 91     | 91                                                                                | 91                                                                                | 91     | 91                                                                                | 91    |
| Heavy Vehicles, %        | 3      | 5                                                                                 | 7                                                                                 | 5      | 5                                                                                 | 21    |
| Mvmt Flow                | 53     | 131                                                                               | 189                                                                               | 53     | 48                                                                                | 37    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 242    | 0                                                                                 | -                                                                                 | 0      | 453                                                                               | 216   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 216                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 237                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.45                                                                              | 6.41  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.45                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.45                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.545                                                                             | 3.489 |
| Pot Cap-1 Maneuver       | 1319   | -                                                                                 | -                                                                                 | -      | 559                                                                               | 778   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 813                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 795                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1319   | -                                                                                 | -                                                                                 | -      | 535                                                                               | 778   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 535                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 778                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 795                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 2.3    | 0                                                                                 |                                                                                   | 11.7   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1319   | -                                                                                 | -                                                                                 | -      | 619                                                                               |       |
| HCM Lane V/C Ratio       | 0.04   | -                                                                                 | -                                                                                 | -      | 0.138                                                                             |       |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 11.7                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.5                                                                               |       |

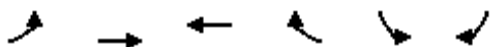
| Intersection             |        |       |      |        |      |      |        |       |      |      |      |      |
|--------------------------|--------|-------|------|--------|------|------|--------|-------|------|------|------|------|
| Int Delay, s/veh         | 3.3    |       |      |        |      |      |        |       |      |      |      |      |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NEL    | NET   | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |        | ↕     |      |        | ↕    |      |        | ↕     |      |      |      |      |
| Traffic Vol, veh/h       | 239    | 167   | 0    | 0      | 190  | 10   | 0      | 0     | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 239    | 167   | 0    | 0      | 190  | 10   | 0      | 0     | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0    | 0    | 0      | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free  | Free | Free   | Free | Free | Stop   | Stop  | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -     | None | -      | -    | None | -      | -     | None | -    | -    | None |
| Storage Length           | -      | -     | -    | -      | -    | -    | -      | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0    | -    | -      | 0     | -    | -    | 0    | -    |
| Grade, %                 | -      | 0     | -    | -      | 0    | -    | -      | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 90     | 90    | 90   | 90     | 90   | 90   | 90     | 90    | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 8      | 4     | 0    | 0      | 9    | 36   | 2      | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 266    | 186   | 0    | 0      | 211  | 11   | 0      | 0     | 0    | 0    | 0    | 0    |
|                          |        |       |      |        |      |      |        |       |      |      |      |      |
| Major/Minor              | Major1 |       |      | Major2 |      |      | Minor1 |       |      |      |      |      |
| Conflicting Flow All     | 222    | 0     | -    | -      | -    | 0    | -      | 940   | -    |      |      |      |
| Stage 1                  | -      | -     | -    | -      | -    | -    | -      | 718   | -    |      |      |      |
| Stage 2                  | -      | -     | -    | -      | -    | -    | -      | 222   | -    |      |      |      |
| Critical Hdwy            | 4.18   | -     | -    | -      | -    | -    | -      | 6.52  | -    |      |      |      |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -    | -    | -      | 5.52  | -    |      |      |      |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    | -      | 5.52  | -    |      |      |      |
| Follow-up Hdwy           | 2.272  | -     | -    | -      | -    | -    | -      | 4.018 | -    |      |      |      |
| Pot Cap-1 Maneuver       | 1312   | -     | 0    | 0      | -    | -    | 0      | 264   | 0    |      |      |      |
| Stage 1                  | -      | -     | 0    | 0      | -    | -    | 0      | 433   | 0    |      |      |      |
| Stage 2                  | -      | -     | 0    | 0      | -    | -    | 0      | 720   | 0    |      |      |      |
| Platoon blocked, %       |        | -     |      |        | -    | -    |        |       |      |      |      |      |
| Mov Cap-1 Maneuver       | 1312   | -     | -    | -      | -    | -    | -      | 0     | -    |      |      |      |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -    | -    | -      | 0     | -    |      |      |      |
| Stage 1                  | -      | -     | -    | -      | -    | -    | -      | 0     | -    |      |      |      |
| Stage 2                  | -      | -     | -    | -      | -    | -    | -      | 0     | -    |      |      |      |
|                          |        |       |      |        |      |      |        |       |      |      |      |      |
|                          |        |       |      |        |      |      |        |       |      |      |      |      |
| Approach                 | EB     |       |      | WB     |      |      | NE     |       |      |      |      |      |
| HCM Control Delay, s     | 5      |       |      | 0      |      |      | 0      |       |      |      |      |      |
| HCM LOS                  |        |       |      |        |      |      | A      |       |      |      |      |      |
|                          |        |       |      |        |      |      |        |       |      |      |      |      |
| Minor Lane/Major Mvmt    | NELn1  | EBL   | EBT  | WBT    | WBR  |      |        |       |      |      |      |      |
| Capacity (veh/h)         | -      | 1312  | -    | -      | -    |      |        |       |      |      |      |      |
| HCM Lane V/C Ratio       | -      | 0.202 | -    | -      | -    |      |        |       |      |      |      |      |
| HCM Control Delay (s)    | 0      | 8.4   | 0    | -      | -    |      |        |       |      |      |      |      |
| HCM Lane LOS             | A      | A     | A    | -      | -    |      |        |       |      |      |      |      |
| HCM 95th %tile Q(veh)    | -      | 0.8   | -    | -      | -    |      |        |       |      |      |      |      |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave

Build\_AM Peak Hour



| Movement                          | EBL  | EBT  | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰    | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 15   | 398  | 191   | 0    | 15                        | 179  |
| Future Volume (vph)               | 15   | 398  | 191   | 0    | 15                        | 179  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0  | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00 | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00 | 1.00  |      | 0.88                      |      |
| Flt Protected                     |      | 1.00 | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1781 | 1776  |      | 1504                      |      |
| Flt Permitted                     |      | 0.99 | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1760 | 1776  |      | 1504                      |      |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 17   | 457  | 220   | 0    | 17                        | 206  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0    | 155                       | 0    |
| Lane Group Flow (vph)             | 0    | 474  | 220   | 0    | 68                        | 0    |
| Heavy Vehicles (%)                | 20%  | 6%   | 7%    | 0%   | 0%                        | 11%  |
| Turn Type                         | Perm | NA   | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2  | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |      |       |      |                           |      |
| Actuated Green, G (s)             |      | 84.7 | 39.5  |      | 31.5                      |      |
| Effective Green, g (s)            |      | 84.7 | 39.5  |      | 31.5                      |      |
| Actuated g/C Ratio                |      | 0.67 | 0.31  |      | 0.25                      |      |
| Clearance Time (s)                |      |      | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |      | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1181 | 555   |      | 375                       |      |
| v/s Ratio Prot                    |      |      | 0.12  |      | 0.05                      |      |
| v/s Ratio Perm                    |      | 0.27 |       |      |                           |      |
| v/c Ratio                         |      | 0.40 | 0.40  |      | 0.18                      |      |
| Uniform Delay, d1                 |      | 9.3  | 34.0  |      | 37.2                      |      |
| Progression Factor                |      | 0.10 | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.6  | 1.3   |      | 0.2                       |      |
| Delay (s)                         |      | 1.5  | 35.3  |      | 37.5                      |      |
| Level of Service                  |      | A    | D     |      | D                         |      |
| Approach Delay (s)                |      | 1.5  | 35.3  |      | 37.5                      |      |
| Approach LOS                      |      | A    | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 18.4  |      | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.36  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 126.2 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 53.3% |      | ICU Level of Service      | A    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 273                                                                               | 333                                                                               | 160                                                                               | 210                                                                               | 380                                                                               | 179                                                                               |
| Future Volume (vph)               | 273                                                                               | 333                                                                               | 160                                                                               | 210                                                                               | 380                                                                               | 179                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1776                                                                              | 1524                                                                              |                                                                                   | 1702                                                                              | 1719                                                                              | 1524                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.72                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1776                                                                              | 1524                                                                              |                                                                                   | 1248                                                                              | 1719                                                                              | 1524                                                                              |
| Peak-hour factor, PHF             | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              |
| Adj. Flow (vph)                   | 314                                                                               | 383                                                                               | 184                                                                               | 241                                                                               | 437                                                                               | 206                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 263                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 37                                                                                |
| Lane Group Flow (vph)             | 314                                                                               | 120                                                                               | 0                                                                                 | 425                                                                               | 437                                                                               | 169                                                                               |
| Heavy Vehicles (%)                | 7%                                                                                | 6%                                                                                | 11%                                                                               | 8%                                                                                | 5%                                                                                | 6%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 39.5                                                                              | 39.5                                                                              |                                                                                   | 76.0                                                                              | 40.2                                                                              | 40.2                                                                              |
| Effective Green, g (s)            | 39.5                                                                              | 39.5                                                                              |                                                                                   | 76.0                                                                              | 40.2                                                                              | 40.2                                                                              |
| Actuated g/C Ratio                | 0.31                                                                              | 0.31                                                                              |                                                                                   | 0.60                                                                              | 0.32                                                                              | 0.32                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 555                                                                               | 477                                                                               |                                                                                   | 751                                                                               | 547                                                                               | 485                                                                               |
| v/s Ratio Prot                    | 0.18                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.08                                                                              |                                                                                   | 0.34                                                                              |                                                                                   | 0.11                                                                              |
| v/c Ratio                         | 0.57                                                                              | 0.25                                                                              |                                                                                   | 0.57                                                                              | 0.80                                                                              | 0.35                                                                              |
| Uniform Delay, d1                 | 36.2                                                                              | 32.3                                                                              |                                                                                   | 15.1                                                                              | 39.3                                                                              | 33.0                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.50                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 2.7                                                                               | 0.8                                                                               |                                                                                   | 1.9                                                                               | 11.6                                                                              | 2.0                                                                               |
| Delay (s)                         | 38.9                                                                              | 33.1                                                                              |                                                                                   | 9.5                                                                               | 50.9                                                                              | 34.9                                                                              |
| Level of Service                  | D                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay (s)                | 35.7                                                                              |                                                                                   |                                                                                   | 9.5                                                                               | 45.8                                                                              |                                                                                   |
| Approach LOS                      | D                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 33.1                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.67                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 126.2                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 67.8%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Capacity Analysis - NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)        | 64                                                                                | 192                                                                               | 137                                                                               | 384                                                                               | 196                                                                               | 10                                                                                | 102                                                                                 | 133                                                                                 | 329                                                                                 | 47                                                                                  | 216                                                                                 | 81                                                                                  |
| Future Volume (veh/h)         | 64                                                                                | 192                                                                               | 137                                                                               | 384                                                                               | 196                                                                               | 10                                                                                | 102                                                                                 | 133                                                                                 | 329                                                                                 | 47                                                                                  | 216                                                                                 | 81                                                                                  |
| Number                        | 1                                                                                 | 6                                                                                 | 16                                                                                | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                   | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q, veh                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1767                                                                              | 1841                                                                              | 1781                                                                              | 1826                                                                              | 1796                                                                              | 1604                                                                              | 1811                                                                                | 1856                                                                                | 1811                                                                                | 1767                                                                                | 1767                                                                                | 1737                                                                                |
| Adj Flow Rate, veh/h          | 67                                                                                | 202                                                                               | 144                                                                               | 404                                                                               | 206                                                                               | 11                                                                                | 107                                                                                 | 140                                                                                 | 346                                                                                 | 49                                                                                  | 227                                                                                 | 85                                                                                  |
| 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, %          | 9                                                                                 | 4                                                                                 | 8                                                                                 | 5                                                                                 | 7                                                                                 | 20                                                                                | 6                                                                                   | 3                                                                                   | 6                                                                                   | 9                                                                                   | 9                                                                                   | 11                                                                                  |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |
| Cap, veh/h                    | 84                                                                                | 357                                                                               | 242                                                                               | 547                                                                               | 493                                                                               | 26                                                                                | 137                                                                                 | 518                                                                                 | 428                                                                                 | 59                                                                                  | 287                                                                                 | 108                                                                                 |
| 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                                                                                |
| Prop Arrive On Green          | 0.05                                                                              | 0.18                                                                              | 0.18                                                                              | 0.16                                                                              | 0.29                                                                              | 0.29                                                                              | 0.08                                                                                | 0.28                                                                                | 0.28                                                                                | 0.03                                                                                | 0.23                                                                                | 0.23                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 43.2                                                                              | 23.3                                                                              | 23.9                                                                              | 25.2                                                                              | 0.0                                                                               | 17.1                                                                              | 35.5                                                                                | 16.6                                                                                | 23.8                                                                                | 52.7                                                                                | 0.0                                                                                 | 24.5                                                                                |
| Ln Grp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | C                                                                                 | A                                                                                 | B                                                                                 | D                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h           | 413                                                                               |                                                                                   |                                                                                   |                                                                                   | 621                                                                               |                                                                                   |                                                                                     | 593                                                                                 |                                                                                     |                                                                                     | 361                                                                                 |                                                                                     |
| Approach Delay, s/veh         | 26.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 22.3                                                                              |                                                                                   |                                                                                     | 24.2                                                                                |                                                                                     |                                                                                     | 28.3                                                                                |                                                                                     |
| Approach LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 2.0                                                                               | 4.0                                                                               | 2.0                                                                               | 3.0                                                                               | 2.0                                                                               | 4.0                                                                               | 2.0                                                                                 | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 7.9                                                                               | 22.0                                                                              | 7.0                                                                               | 21.2                                                                              | 14.4                                                                              | 15.4                                                                              | 9.6                                                                                 | 18.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.8                                                                               | 5.0                                                                               | 3.8                                                                               | 4.3                                                                               | 3.7                                                                               | 5.2                                                                               | 3.7                                                                                 | 5.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 4.3                                                                               | 7.7                                                                               | 3.7                                                                               | 14.2                                                                              | 8.6                                                                               | 7.7                                                                               | 5.5                                                                                 | 12.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.1                                                                               | 1.2                                                                               | 0.0                                                                               | 1.5                                                                               | 0.8                                                                               | 1.7                                                                               | 0.1                                                                                 | 1.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 0.66                                                                              | 1.00                                                                              | 0.55                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.82                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.00                                                                              | 0.00                                                                              | 0.04                                                                              | 0.09                                                                              | 0.22                                                                              | 0.01                                                                              | 0.47                                                                                | 0.07                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 3                                                                                 | 5                                                                                 | 7                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1682                                                                              | 1682                                                                              | 3374                                                                              | 1725                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 2                                                                                 | 4                                                                                 | 6                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1689                                                                              | 1856                                                                              | 1988                                                                              | 1225                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 12                                                                                | 14                                                                                | 16                                                                                | 18                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 90                                                                                | 1535                                                                              | 1346                                                                              | 459                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                            | L (Prot)                                                                            |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse Build\_AM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 1    | 0    | 1    | 0    | 2    | 0    | 1    | 0    |
| Grp Vol (v), veh/h                  | 67   | 0    | 49   | 0    | 404  | 0    | 107  | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1682 | 0    | 1682 | 0    | 1687 | 0    | 1725 | 0    |
| Q Serve Time (g_s), s               | 2.3  | 0.0  | 1.7  | 0.0  | 6.6  | 0.0  | 3.5  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 2.3  | 0.0  | 1.7  | 0.0  | 6.6  | 0.0  | 3.5  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 84   | 0    | 59   | 0    | 547  | 0    | 137  | 0    |
| V/C Ratio (X)                       | 0.80 | 0.00 | 0.83 | 0.00 | 0.74 | 0.00 | 0.78 | 0.00 |
| Avail Cap (c_a), veh/h              | 434  | 0    | 289  | 0    | 870  | 0    | 297  | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 27.3 | 0.0  | 27.9 | 0.0  | 23.2 | 0.0  | 26.3 | 0.0  |
| Incr Delay (d2), s/veh              | 15.9 | 0.0  | 24.8 | 0.0  | 2.0  | 0.0  | 9.2  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 43.2 | 0.0  | 52.7 | 0.0  | 25.2 | 0.0  | 35.5 | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.8  | 0.0  | 0.6  | 0.0  | 2.3  | 0.0  | 1.3  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.4  | 0.0  | 0.4  | 0.0  | 0.2  | 0.0  | 0.4  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 1.2  | 0.0  | 1.0  | 0.0  | 2.5  | 0.0  | 1.7  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.20 | 0.00 | 0.09 | 0.00 | 0.32 | 0.00 | 0.20 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| <b>Middle Lane Group Data</b>       |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 8    |
| Lane Assignment                     | T    |      |      |      | T    |      |      |      |
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 140  | 0    | 176  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1856 | 0    | 1749 | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 3.4  | 0.0  | 5.3  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 3.4  | 0.0  | 5.3  | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 518  | 0    | 314  | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.56 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 798  | 0    | 752  | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 16.3 | 0.0  | 21.8 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  | 1.6  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 16.6 | 0.0  | 23.3 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 1.3  | 0.0  | 1.9  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse Build\_AM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 0.0  | 0.0  | 1.3  | 0.0  | 2.1  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.09 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

### Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 18   |
| Lane Assignment                  | T+R  |      | R    |      | T+R  |      | T+R  |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Grp Vol (v), veh/h               | 0    | 217  | 0    | 346  | 0    | 170  | 0    | 312  |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1779 | 0    | 1535 | 0    | 1585 | 0    | 1684 |
| Q Serve Time (g_s), s            | 0.0  | 5.7  | 0.0  | 12.2 | 0.0  | 5.7  | 0.0  | 10.1 |
| Cycle Q Clear Time (g_c), s      | 0.0  | 5.7  | 0.0  | 12.2 | 0.0  | 5.7  | 0.0  | 10.1 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.05 | 0.00 | 1.00 | 0.00 | 0.85 | 0.00 | 0.27 |
| Lane Grp Cap (c), veh/h          | 0    | 520  | 0    | 428  | 0    | 285  | 0    | 395  |
| V/C Ratio (X)                    | 0.00 | 0.42 | 0.00 | 0.81 | 0.00 | 0.60 | 0.00 | 0.79 |
| Avail Cap (c_a), veh/h           | 0    | 1224 | 0    | 660  | 0    | 682  | 0    | 724  |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 16.6 | 0.0  | 19.5 | 0.0  | 21.9 | 0.0  | 20.9 |
| Incr Delay (d2), s/veh           | 0.0  | 0.5  | 0.0  | 4.3  | 0.0  | 2.0  | 0.0  | 3.6  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 17.1 | 0.0  | 23.8 | 0.0  | 23.9 | 0.0  | 24.5 |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 2.0  | 0.0  | 3.9  | 0.0  | 1.9  | 0.0  | 3.6  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.1  | 0.0  | 0.5  | 0.0  | 0.2  | 0.0  | 0.4  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 2.1  | 0.0  | 4.4  | 0.0  | 2.0  | 0.0  | 4.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.17 | 0.00 | 0.22 | 0.00 | 0.09 | 0.00 | 0.35 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.9 |
| HCM 6th LOS        | C    |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                                     |  |      |     |              |      |      |      |      |      |      |      |      |
|-------------------------------------|------------------------------------------------------------------------------------|------|-----|--------------|------|------|------|------|------|------|------|------|
| Movement                            | EBL                                                                                | EBT  | EBR | WBL          | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations                 |                                                                                    |      |     |              | ↶    | ↶    | ↶    | ↶    |      |      | ↶↷   | ↶    |
| Traffic Volume (veh/h)              | 0                                                                                  | 0    | 0   | 158          | 0    | 59   | 125  | 505  | 0    | 0    | 301  | 436  |
| Future Volume (veh/h)               | 0                                                                                  | 0    | 0   | 158          | 0    | 59   | 125  | 505  | 0    | 0    | 301  | 436  |
| Number                              |                                                                                    |      |     | 7            | 4    | 14   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q, veh                      |                                                                                    |      |     | 0            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj (A <sub>pbT</sub> )    |                                                                                    |      |     | 1.00         |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus Adj                     |                                                                                    |      |     | 1.00         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               |                                                                                    |      |     | No           |      |      | No   |      |      |      | No   |      |
| Lanes Open During Work Zone         |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln              |                                                                                    |      |     | 1693         | 1900 | 1826 | 1752 | 1826 | 0    | 0    | 1767 | 1826 |
| Adj Flow Rate, veh/h                |                                                                                    |      |     | 176          | 0    | 66   | 139  | 561  | 0    | 0    | 334  | 484  |
| Peak Hour Factor                    |                                                                                    |      |     | 0.90         | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %                |                                                                                    |      |     | 14           | 0    | 5    | 10   | 5    | 0    | 0    | 9    | 5    |
| Opposing Right Turn Influence       |                                                                                    |      |     | Yes          |      |      | Yes  |      |      | No   |      |      |
| Cap, veh/h                          |                                                                                    |      |     | 270          | 0    | 231  | 407  | 1145 | 0    | 0    | 712  | 636  |
| HCM Platoon Ratio                   |                                                                                    |      |     | 1.00         | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green                |                                                                                    |      |     | 0.15         | 0.00 | 0.15 | 0.09 | 0.63 | 0.00 | 0.00 | 0.42 | 0.42 |
| Unsig. Movement Delay               |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Ln Grp Delay, s/veh                 |                                                                                    |      |     | 20.6         | 0.0  | 17.6 | 8.2  | 4.8  | 0.0  | 0.0  | 9.7  | 12.9 |
| Ln Grp LOS                          |                                                                                    |      |     | C            | A    | B    | A    | A    | A    | A    | A    | B    |
| Approach Vol, veh/h                 |                                                                                    |      |     |              | 242  |      |      | 700  |      |      | 818  |      |
| Approach Delay, s/veh               |                                                                                    |      |     |              | 19.8 |      |      | 5.5  |      |      | 11.6 |      |
| Approach LOS                        |                                                                                    |      |     |              | B    |      |      | A    |      |      | B    |      |
| Timer:                              | 1                                                                                  | 2    | 3   | 4            | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                        |                                                                                    | 2    |     | 4            | 5    | 6    |      |      |      |      |      |      |
| Case No                             |                                                                                    | 4.0  |     | 11.0         | 1.2  | 8.0  |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s            |                                                                                    | 33.1 |     | 11.7         | 9.1  | 24.0 |      |      |      |      |      |      |
| Change Period (Y+Rc), s             |                                                                                    | 5.0  |     | 5.0          | 5.0  | 5.0  |      |      |      |      |      |      |
| Max Green (Gmax), s                 |                                                                                    | 30.0 |     | 20.0         | 20.0 | 30.0 |      |      |      |      |      |      |
| Max Allow Headway (MAH), s          |                                                                                    | 5.0  |     | 4.9          | 3.8  | 5.2  |      |      |      |      |      |      |
| Max Q Clear (g <sub>c+1</sub> ), s  |                                                                                    | 9.4  |     | 6.1          | 3.8  | 14.3 |      |      |      |      |      |      |
| Green Ext Time (g <sub>e</sub> ), s |                                                                                    | 3.4  |     | 0.9          | 0.3  | 4.7  |      |      |      |      |      |      |
| Prob of Phs Call (p <sub>c</sub> )  |                                                                                    | 1.00 |     | 0.95         | 1.00 | 1.00 |      |      |      |      |      |      |
| Prob of Max Out (p <sub>x</sub> )   |                                                                                    | 0.03 |     | 0.01         | 0.00 | 0.22 |      |      |      |      |      |      |
| Left-Turn Movement Data             |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    |      |     |              | 7    | 5    | 1    |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    |      |     |              | 1810 | 1668 | 0    |      |      |      |      |      |
| Through Movement Data               |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    | 2    |     | 4            |      | 6    |      |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    | 1826 |     | 0            |      | 1767 |      |      |      |      |      |      |
| Right-Turn Movement Data            |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    |      | 12  |              | 14   |      | 16   |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    |      | 0   |              | 1547 |      | 1497 |      |      |      |      |      |
| Left Lane Group Data                |                                                                                    |      |     |              |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       | 0                                                                                  | 0    | 0   | 7            | 5    | 1    | 0    | 0    |      |      |      |      |
| Lane Assignment                     |                                                                                    |      |     | L+TL (Pr/Pm) |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 176  | 139  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1810 | 1668 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 4.1  | 1.8  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 4.1  | 1.8  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 626  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 21.0 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 6.7  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 4.1  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 19.0 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 270  | 407  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.65 | 0.34 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 808  | 999  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 17.9 | 7.7  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 2.6  | 0.5  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 20.6 | 8.2  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 1.5  | 0.3  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.2  | 0.1  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 1.7  | 0.4  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.11 | 0.06 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 561  | 0    | 0    | 0    | 334  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1826 | 0    | 0    | 0    | 1678 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 7.4  | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 7.4  | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1145 | 0    | 0    | 0    | 712  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1223 | 0    | 0    | 0    | 1124 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 4.5  | 0.0  | 0.0  | 0.0  | 9.3  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.5  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 4.8  | 0.0  | 0.0  | 0.0  | 9.7  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 1.0  | 0.0  | 0.0  | 0.0  | 1.6  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse Build\_AM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 1.1  | 0.0  | 0.0  | 0.0  | 1.7  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |      | T+R  |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 66   | 0    | 484  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1547 | 0    | 1497 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 1.7  | 0.0  | 12.3 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 1.7  | 0.0  | 12.3 | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 231  | 0    | 636  | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.76 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 691  | 0    | 1003 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 16.9 | 0.0  | 11.0 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.7  | 0.0  | 1.9  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 17.6 | 0.0  | 12.9 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 1.5  | 0.0  | 2.7  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 1.6  | 0.0  | 3.1  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.16 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.3 |
| HCM 6th LOS        | B    |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)        | 323                                                                               | 1                                                                                 | 206                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 306                                                                                 | 341                                                                                 | 135                                                                                 | 324                                                                                 | 0                                                                                   |
| Future Volume (veh/h)         | 323                                                                               | 1                                                                                 | 206                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 306                                                                                 | 341                                                                                 | 135                                                                                 | 324                                                                                 | 0                                                                                   |
| Number                        | 7                                                                                 | 4                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                   | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q, veh                | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1811                                                                              | 1870                                                                              | 1737                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 1796                                                                                | 1767                                                                                | 1796                                                                                | 1722                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h          | 359                                                                               | 1                                                                                 | 229                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 340                                                                                 | 379                                                                                 | 150                                                                                 | 360                                                                                 | 0                                                                                   |
| Peak Hour Factor              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Percent Heavy Veh, %          | 6                                                                                 | 2                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 7                                                                                   | 9                                                                                   | 7                                                                                   | 12                                                                                  | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | Yes                                                                                 |
| Cap, veh/h                    | 478                                                                               | 2                                                                                 | 438                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 588                                                                                 | 490                                                                                 | 431                                                                                 | 904                                                                                 | 0                                                                                   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Prop Arrive On Green          | 0.28                                                                              | 0.28                                                                              | 0.28                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                                | 0.33                                                                                | 0.33                                                                                | 0.10                                                                                | 0.53                                                                                | 0.00                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 19.1                                                                              | 0.0                                                                               | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 15.0                                                                                | 18.0                                                                                | 9.6                                                                                 | 7.5                                                                                 | 0.0                                                                                 |
| Ln Grp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h           | 589                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 719                                                                                 |                                                                                     |                                                                                     | 510                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 18.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.6                                                                                |                                                                                     |                                                                                     | 8.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 1.2                                                                               | 7.0                                                                               |                                                                                   | 10.0                                                                              |                                                                                   | 4.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 10.0                                                                              | 21.6                                                                              |                                                                                   | 19.0                                                                              |                                                                                   | 31.6                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 20.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 4.5                                                                               |                                                                                   | 4.4                                                                               |                                                                                   | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 4.6                                                                               | 13.5                                                                              |                                                                                   | 11.6                                                                              |                                                                                   | 8.4                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.3                                                                               | 3.0                                                                               |                                                                                   | 2.4                                                                               |                                                                                   | 2.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.00                                                                              | 0.06                                                                              |                                                                                   | 0.02                                                                              |                                                                                   | 0.00                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 |                                                                                   | 7                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1711                                                                              | 0                                                                                 |                                                                                   | 1725                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1796                                                                              |                                                                                   | 7                                                                                 |                                                                                   | 1722                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1497                                                                              |                                                                                   | 1579                                                                              |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Pr/Pm)                                                                         |                                                                                   |                                                                                   | L                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 150  | 0    | 0    | 359  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1711 | 0    | 0    | 1725 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 2.6  | 0.0  | 0.0  | 9.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 2.6  | 0.0  | 0.0  | 9.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 704  | 0    | 0    | 1725 | 0    | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 18.6 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 8.6  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 2.7  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 16.6 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 431  | 0    | 0    | 478  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.35 | 0.00 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 939  | 0    | 0    | 1023 | 0    | 0    | 0    | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 9.2  | 0.0  | 0.0  | 16.7 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.5  | 0.0  | 0.0  | 2.4  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 9.6  | 0.0  | 0.0  | 19.1 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.7  | 0.0  | 0.0  | 3.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.1  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.7  | 0.0  | 0.0  | 3.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.06 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 340  | 0    | 0    | 0    | 360  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1796 | 0    | 0    | 0    | 1722 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 7.9  | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 7.9  | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 588  | 0    | 0    | 0    | 904  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1065 | 0    | 0    | 0    | 1021 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 14.1 | 0.0  | 0.0  | 0.0  | 7.2  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.9  | 0.0  | 0.0  | 0.0  | 0.3  | 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  |
| Control Delay (d), s/veh    | 0.0  | 15.0 | 0.0  | 0.0  | 0.0  | 7.5  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 2.6  | 0.0  | 0.0  | 0.0  | 1.5  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 2.7  | 0.0  | 0.0  | 0.0  | 1.6  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  | R    |      | T+R  |      |      |      |      |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 379  | 0    | 230  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1497 | 0    | 1586 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 11.5 | 0.0  | 6.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 11.5 | 0.0  | 6.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 490  | 0    | 440  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.77 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 888  | 0    | 941  | 0    | 0    | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 15.3 | 0.0  | 15.5 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 2.6  | 0.0  | 1.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 18.0 | 0.0  | 16.4 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 3.1  | 0.0  | 1.9  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.4  | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 3.5  | 0.0  | 2.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.13 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.7 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.6                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 15                                                                                | 45       | 33                                                                                | 25     | 149   | 50                                                                                |
| Future Vol, veh/h        | 15                                                                                | 45       | 33                                                                                | 25     | 149   | 50                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0      | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -     | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82     | 82    | 82                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 11       | 17                                                                                | 4      | 7     | 9                                                                                 |
| Mvmt Flow                | 18                                                                                | 55       | 40                                                                                | 30     | 182   | 61                                                                                |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 480                                                                               | 55       | 0                                                                                 | 0      | 70    | 0                                                                                 |
| Stage 1                  | 55                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 425                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.31     | -                                                                                 | -      | 4.17  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.399    | -                                                                                 | -      | 2.263 | -                                                                                 |
| Pot Cap-1 Maneuver       | 543                                                                               | 987      | -                                                                                 | -      | 1499  | -                                                                                 |
| Stage 1                  | 965                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 657                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 475                                                                               | 987      | -                                                                                 | -      | 1499  | -                                                                                 |
| Mov Cap-2 Maneuver       | 475                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 965                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 574                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 10.1                                                                              | 0        |                                                                                   | 5.8    |       |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |        |       |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 777                                                                               | 1499   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.094                                                                             | 0.121  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 10.1                                                                              | 7.7    | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.3                                                                               | 0.4    | -     |                                                                                   |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 8.3    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 36     | 156                                                                               | 1    | 10     | 203                                                                               | 29   | 0      | 85                                                                                | 9    | 89     | 23                                                                                  | 55    |
| Future Vol, veh/h        | 36     | 156                                                                               | 1    | 10     | 203                                                                               | 29   | 0      | 85                                                                                | 9    | 89     | 23                                                                                  | 55    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 88     | 88                                                                                | 88   | 88     | 88                                                                                | 88   | 88     | 88                                                                                | 88   | 88     | 88                                                                                  | 88    |
| Heavy Vehicles, %        | 7      | 8                                                                                 | 0    | 0      | 6                                                                                 | 0    | 0      | 4                                                                                 | 0    | 6      | 4                                                                                   | 5     |
| Mvmt Flow                | 41     | 177                                                                               | 1    | 11     | 231                                                                               | 33   | 0      | 97                                                                                | 10   | 101    | 26                                                                                  | 63    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 264    | 0                                                                                 | 0    | 178    | 0                                                                                 | 0    | 574    | 546                                                                               | 178  | 583    | 530                                                                                 | 248   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 260    | 260                                                                               | -    | 270    | 270                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 314    | 286                                                                               | -    | 313    | 260                                                                                 | -     |
| Critical Hdwy            | 4.17   | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.54                                                                              | 6.2  | 7.96   | 7.34                                                                                | 6.65  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.54                                                                              | -    | 6.96   | 6.34                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.54                                                                              | -    | 6.96   | 6.34                                                                                | -     |
| Follow-up Hdwy           | 2.263  | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4.036                                                                             | 3.3  | 3.554  | 4.036                                                                               | 3.345 |
| Pot Cap-1 Maneuver       | 1272   | -                                                                                 | -    | 1410   | -                                                                                 | -    | 433    | 442                                                                               | 870  | 367    | 402                                                                                 | 762   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 749    | 689                                                                               | -    | 685    | 643                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 701    | 671                                                                               | -    | 643    | 651                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1272   | -                                                                                 | -    | 1410   | -                                                                                 | -    | 364    | 422                                                                               | 870  | 289    | 384                                                                                 | 762   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 364    | 422                                                                               | -    | 289    | 384                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 722    | 664                                                                               | -    | 660    | 637                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 612    | 665                                                                               | -    | 523    | 628                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s     | 1.5    |                                                                                   |      | 0.3    |                                                                                   |      | 15.7   |                                                                                   |      | 23.6   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |      | C      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 444    | 1272                                                                              | -    | -      | 1410                                                                              | -    | -      | 380                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.241  | 0.032                                                                             | -    | -      | 0.008                                                                             | -    | -      | 0.499                                                                             |      |        |                                                                                     |       |
| HCM Control Delay (s)    | 15.7   | 7.9                                                                               | 0    | -      | 7.6                                                                               | 0    | -      | 23.6                                                                              |      |        |                                                                                     |       |
| HCM Lane LOS             | C      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.9    | 0.1                                                                               | -    | -      | 0                                                                                 | -    | -      | 2.7                                                                               |      |        |                                                                                     |       |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse

Build\_AM Peak Hour



| Movement                      | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |      |   |   |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|---|---|
| Lane Configurations           |  |  |  |  |  |  |      |   |   |
| Traffic Volume (veh/h)        | 90                                                                                | 82                                                                                | 191                                                                               | 385                                                                               | 895                                                                               | 118                                                                               |      |   |   |
| Future Volume (veh/h)         | 90                                                                                | 82                                                                                | 191                                                                               | 385                                                                               | 895                                                                               | 118                                                                               |      |   |   |
| Number                        | 7                                                                                 | 14                                                                                | 5                                                                                 | 2                                                                                 | 6                                                                                 | 16                                                                                |      |   |   |
| Initial Q, 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                                                                                |                                                                                   |      |   |   |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Adj Sat Flow, veh/h/ln        | 1610                                                                              | 1802                                                                              | 1862                                                                              | 1699                                                                              | 1997                                                                              | 2012                                                                              |      |   |   |
| Adj Flow Rate, veh/h          | 99                                                                                | 90                                                                                | 210                                                                               | 423                                                                               | 984                                                                               | 130                                                                               |      |   |   |
| Peak Hour Factor              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |      |   |   |
| Percent Heavy Veh, %          | 18                                                                                | 5                                                                                 | 1                                                                                 | 12                                                                                | 4                                                                                 | 3                                                                                 |      |   |   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Cap, veh/h                    | 134                                                                               | 214                                                                               | 393                                                                               | 1396                                                                              | 1452                                                                              | 1240                                                                              |      |   |   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |   |   |
| Prop Arrive On Green          | 0.09                                                                              | 0.09                                                                              | 0.05                                                                              | 0.82                                                                              | 0.73                                                                              | 0.73                                                                              |      |   |   |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Ln Grp Delay, s/veh           | 51.8                                                                              | 43.5                                                                              | 11.2                                                                              | 2.9                                                                               | 10.6                                                                              | 4.6                                                                               |      |   |   |
| Ln Grp LOS                    | D                                                                                 | D                                                                                 | B                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 |      |   |   |
| Approach Vol, veh/h           | 189                                                                               |                                                                                   |                                                                                   | 633                                                                               | 1114                                                                              |                                                                                   |      |   |   |
| Approach Delay, s/veh         | 47.9                                                                              |                                                                                   |                                                                                   | 5.6                                                                               | 9.9                                                                               |                                                                                   |      |   |   |
| Approach LOS                  | D                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |      |   |   |
| Timer:                        |                                                                                   | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7 | 8 |
| Assigned Phs                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6    |   |   |
| Case No                       |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   | 9.0                                                                               | 1.2                                                                               | 7.0  |   |   |
| Phs Duration (G+Y+Rc), s      |                                                                                   |                                                                                   | 95.0                                                                              |                                                                                   | 14.5                                                                              | 10.3                                                                              | 84.7 |   |   |
| Change Period (Y+Rc), s       |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 4.5                                                                               | 5.0  |   |   |
| Max Green (Gmax), s           |                                                                                   |                                                                                   | 90.0                                                                              |                                                                                   | 50.0                                                                              | 30.5                                                                              | 55.0 |   |   |
| Max Allow Headway (MAH), s    |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   | 4.2                                                                               | 4.6                                                                               | 3.5  |   |   |
| Max Q Clear (g_c+I1), s       |                                                                                   |                                                                                   | 8.5                                                                               |                                                                                   | 8.9                                                                               | 5.0                                                                               | 31.0 |   |   |
| Green Ext Time (g_e), s       |                                                                                   |                                                                                   | 1.1                                                                               |                                                                                   | 0.7                                                                               | 0.9                                                                               | 3.8  |   |   |
| Prob of Phs Call (p_c)        |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00 |   |   |
| Prob of Max Out (p_x)         |                                                                                   |                                                                                   | 0.00                                                                              |                                                                                   | 0.00                                                                              | 0.00                                                                              | 0.00 |   |   |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 5                                                                                 | 1    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1533                                                                              | 1773                                                                              | 0    |   |   |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 1699                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 1997 |   |   |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16   |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 1527                                                                              |                                                                                   | 1705 |   |   |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 5                                                                                 | 1    | 0 | 0 |
| Lane Assignment               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | LL (Pr/Pm)                                                                        |                                                                                   |      |   |   |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse Build\_AM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 99   | 210  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1533 | 1773 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 6.9  | 3.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 6.9  | 3.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 1533 | 503  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 81.7 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 50.6 | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 22.2 | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 79.7 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 134  | 393  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.74 | 0.53 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 700  | 792  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 48.8 | 10.0 | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 3.0  | 1.1  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 51.8 | 11.2 | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 2.6  | 1.7  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 2.7  | 1.8  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.52 | 0.30 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      |      | T    |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 423  | 0    | 0    | 0    | 984  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1699 | 0    | 0    | 0    | 1997 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 6.5  | 0.0  | 0.0  | 0.0  | 29.0 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 6.5  | 0.0  | 0.0  | 0.0  | 29.0 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1396 | 0    | 0    | 0    | 1452 | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1396 | 0    | 0    | 0    | 1452 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 2.3  | 0.0  | 0.0  | 0.0  | 8.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 2.6  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 2.9  | 0.0  | 0.0  | 0.0  | 10.6 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 0.8  | 0.0  | 0.0  | 0.0  | 8.3  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 1.0  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse Build\_AM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 1.0  | 0.0  | 0.0  | 0.0  | 9.3  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 1.01 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |        |      |      |      |      |
|----------------------------------|------|------|------|--------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14     | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |        | R    |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1      | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 90     | 0    | 130  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1527   | 0    | 1705 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 5.9    | 0.0  | 2.5  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 5.9    | 0.0  | 2.5  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 1527.4 | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 5.8    | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 214    | 0    | 1240 | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.42   | 0.00 | 0.10 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 779    | 0    | 1240 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 43.0   | 0.0  | 4.4  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.5    | 0.0  | 0.2  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 43.5   | 0.0  | 4.6  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.6  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.1  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.7  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.00   | 0.00 | 0.08 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 12.2 |
| HCM 6th LOS        | B    |

## Notes

User approved volume balancing among the lanes for turning movement.

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.3                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 18                                                                                | 57    | 118                                                                               | 53                                                                                | 13   |
| Future Vol, veh/h        | 3                                                                                 | 18                                                                                | 57    | 118                                                                               | 53                                                                                | 13   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None                                                                              | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 19                                                                                | 4     | 7                                                                                 | 8                                                                                 | 0    |
| Mvmt Flow                | 3                                                                                 | 20                                                                                | 62    | 128                                                                               | 58                                                                                | 14   |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 317                                                                               | 65                                                                                | 72    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 65                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 252                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.39                                                                              | 4.14  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.471                                                                             | 2.236 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 680                                                                               | 953                                                                               | 1515  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 963                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 795                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 650                                                                               | 953                                                                               | 1515  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 650                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 921                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 795                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.1                                                                               | 2.4                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1515                                                                              | -                                                                                 | 650   | 953                                                                               | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.041                                                                             | -                                                                                 | 0.005 | 0.021                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.5                                                                               | 0                                                                                 | 10.6  | 8.9                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | B     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | 0     | 0.1                                                                               | -                                                                                 | -    |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.8                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 44                                                                                | 7      | 0    | 86                                                                                | 172                                                                               | 0    |
| Future Vol, veh/h        | 44                                                                                | 7      | 0    | 86                                                                                | 172                                                                               | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87     | 87   | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 13                                                                                | 0      | 0    | 7                                                                                 | 4                                                                                 | 0    |
| Mvmt Flow                | 51                                                                                | 8      | 0    | 99                                                                                | 198                                                                               | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 297                                                                               | 198    | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 198                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 99                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.53                                                                              | 6.2    | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.53                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.53                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.617                                                                             | 3.3    | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 672                                                                               | 848    | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 810                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 898                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 672                                                                               | 848    | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 672                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 810                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 898                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10.7                                                                              | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 692                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.085                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 10.7                                                                            |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - B                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.3                                                                             |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.9    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 19     | 139                                                                               | 299                                                                               | 67     | 69                                                                                | 111   |
| Future Vol, veh/h        | 19     | 139                                                                               | 299                                                                               | 67     | 69                                                                                | 111   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 14     | 2                                                                                 | 4                                                                                 | 4      | 1                                                                                 | 6     |
| Mvmt Flow                | 21     | 154                                                                               | 332                                                                               | 74     | 77                                                                                | 123   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 406    | 0                                                                                 | -                                                                                 | 0      | 565                                                                               | 369   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 369                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 196                                                                               | -     |
| Critical Hdwy            | 4.24   | -                                                                                 | -                                                                                 | -      | 6.41                                                                              | 6.26  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.41                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.41                                                                              | -     |
| Follow-up Hdwy           | 2.326  | -                                                                                 | -                                                                                 | -      | 3.509                                                                             | 3.354 |
| Pot Cap-1 Maneuver       | 1091   | -                                                                                 | -                                                                                 | -      | 488                                                                               | 668   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 702                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 840                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1091   | -                                                                                 | -                                                                                 | -      | 478                                                                               | 668   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 478                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 687                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 840                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1      | 0                                                                                 |                                                                                   | 14.4   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1091   | -                                                                                 | -                                                                                 | -      | 580                                                                               |       |
| HCM Lane V/C Ratio       | 0.019  | -                                                                                 | -                                                                                 | -      | 0.345                                                                             |       |
| HCM Control Delay (s)    | 8.4    | 0                                                                                 | -                                                                                 | -      | 14.4                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 1.5                                                                               |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↱    |      |      |      |      |
| Traffic Vol, veh/h       | 197  | 157  | 0    | 0    | 364  | 47   | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 197  | 157  | 0    | 0    | 364  | 47   | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   |
| Heavy Vehicles, %        | 3    | 2    | 0    | 0    | 4    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 235  | 187  | 0    | 0    | 433  | 56   | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 |   | Minor1 |   |   |   |       |   |
|----------------------|--------|--------|---|--------|---|---|---|-------|---|
| Conflicting Flow All | 489    | 0      | - | -      | - | 0 | - | 1146  | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 657   | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 489   | - |
| Critical Hdwy        | 4.13   | -      | - | -      | - | - | - | 6.52  | - |
| Critical Hdwy Stg 1  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Critical Hdwy Stg 2  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Follow-up Hdwy       | 2.227  | -      | - | -      | - | - | - | 4.018 | - |
| Pot Cap-1 Maneuver   | 1069   | -      | 0 | 0      | - | - | 0 | 199   | 0 |
| Stage 1              | -      | -      | 0 | 0      | - | - | 0 | 462   | 0 |
| Stage 2              | -      | -      | 0 | 0      | - | - | 0 | 549   | 0 |
| Platoon blocked, %   |        | -      |   |        | - | - |   |       |   |
| Mov Cap-1 Maneuver   | 1069   | -      | - | -      | - | - | - | 0     | - |
| Mov Cap-2 Maneuver   | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 0     | - |

| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 5.2 | 0  | 0  |
| HCM LOS              |     |    | A  |

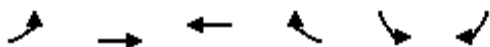
| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1069  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.219 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 9.3   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.8   | -   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave

Build\_PM Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 31   | 373   | 382   | 0    | 9                         | 353  |
| Future Volume (vph)               | 31   | 373   | 382   | 0    | 9                         | 353  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 1.00  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1821  | 1810  |      | 1542                      |      |
| Flt Permitted                     |      | 0.95  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1734  | 1810  |      | 1542                      |      |
| Peak-hour factor, PHF             | 0.98 | 0.98  | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 32   | 381   | 390   | 0    | 9                         | 360  |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 253                       | 0    |
| Lane Group Flow (vph)             | 0    | 413   | 390   | 0    | 116                       | 0    |
| Heavy Vehicles (%)                | 3%   | 4%    | 5%    | 0%   | 0%                        | 7%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 85.0  | 40.0  |      | 40.0                      |      |
| Effective Green, g (s)            |      | 85.0  | 40.0  |      | 40.0                      |      |
| Actuated g/C Ratio                |      | 0.63  | 0.30  |      | 0.30                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1091  | 536   |      | 456                       |      |
| v/s Ratio Prot                    |      |       | c0.22 |      | c0.07                     |      |
| v/s Ratio Perm                    |      | c0.24 |       |      |                           |      |
| v/c Ratio                         |      | 0.38  | 0.73  |      | 0.25                      |      |
| Uniform Delay, d1                 |      | 12.2  | 42.6  |      | 36.1                      |      |
| Progression Factor                |      | 0.15  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.6   | 6.8   |      | 0.3                       |      |
| Delay (s)                         |      | 2.4   | 49.4  |      | 36.4                      |      |
| Level of Service                  |      | A     | D     |      | D                         |      |
| Approach Delay (s)                |      | 2.4   | 49.4  |      | 36.4                      |      |
| Approach LOS                      |      | A     | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 28.8  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.46  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 135.0 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 75.9% |      | ICU Level of Service      | D    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 205                                                                               | 471                                                                               | 283                                                                               | 452                                                                               | 405                                                                               | 199                                                                               |
| Future Volume (vph)               | 205                                                                               | 471                                                                               | 283                                                                               | 452                                                                               | 405                                                                               | 199                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1792                                                                              | 1583                                                                              |                                                                                   | 1760                                                                              | 1752                                                                              | 1568                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.78                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1792                                                                              | 1583                                                                              |                                                                                   | 1407                                                                              | 1752                                                                              | 1568                                                                              |
| Peak-hour factor, PHF             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              |
| Adj. Flow (vph)                   | 209                                                                               | 481                                                                               | 289                                                                               | 461                                                                               | 413                                                                               | 203                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 338                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 39                                                                                |
| Lane Group Flow (vph)             | 209                                                                               | 143                                                                               | 0                                                                                 | 750                                                                               | 413                                                                               | 164                                                                               |
| Heavy Vehicles (%)                | 6%                                                                                | 2%                                                                                | 9%                                                                                | 4%                                                                                | 3%                                                                                | 3%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 40.0                                                                              | 40.0                                                                              |                                                                                   | 85.0                                                                              | 40.0                                                                              | 40.0                                                                              |
| Effective Green, g (s)            | 40.0                                                                              | 40.0                                                                              |                                                                                   | 85.0                                                                              | 40.0                                                                              | 40.0                                                                              |
| Actuated g/C Ratio                | 0.30                                                                              | 0.30                                                                              |                                                                                   | 0.63                                                                              | 0.30                                                                              | 0.30                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 530                                                                               | 469                                                                               |                                                                                   | 885                                                                               | 519                                                                               | 464                                                                               |
| v/s Ratio Prot                    | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.09                                                                              |                                                                                   | 0.53                                                                              |                                                                                   | 0.10                                                                              |
| v/c Ratio                         | 0.39                                                                              | 0.30                                                                              |                                                                                   | 0.85                                                                              | 0.80                                                                              | 0.35                                                                              |
| Uniform Delay, d1                 | 37.8                                                                              | 36.7                                                                              |                                                                                   | 19.9                                                                              | 43.7                                                                              | 37.3                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.93                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.4                                                                               | 1.0                                                                               |                                                                                   | 6.9                                                                               | 12.0                                                                              | 2.1                                                                               |
| Delay (s)                         | 39.2                                                                              | 37.8                                                                              |                                                                                   | 25.3                                                                              | 55.7                                                                              | 39.4                                                                              |
| Level of Service                  | D                                                                                 | D                                                                                 |                                                                                   | C                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s)                | 38.2                                                                              |                                                                                   |                                                                                   | 25.3                                                                              | 50.3                                                                              |                                                                                   |
| Approach LOS                      | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 37.1                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | D                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.86                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 135.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 85.2%                                                                             |                                                                                   | ICU Level of Service                                                              | E                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Capacity Analysis 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)        | 114                                                                               | 322                                                                               | 214                                                                               | 456                                                                               | 378                                                                               | 22                                                                                | 266                                                                                 | 196                                                                                 | 284                                                                                 | 70                                                                                  | 178                                                                                 | 113                                                                                 |
| Future Volume (veh/h)         | 114                                                                               | 322                                                                               | 214                                                                               | 456                                                                               | 378                                                                               | 22                                                                                | 266                                                                                 | 196                                                                                 | 284                                                                                 | 70                                                                                  | 178                                                                                 | 113                                                                                 |
| Number                        | 1                                                                                 | 6                                                                                 | 16                                                                                | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                   | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q, 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                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1900                                                                              | 1885                                                                              | 1841                                                                              | 1826                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                                | 1885                                                                                | 1826                                                                                | 1841                                                                                | 1856                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h          | 116                                                                               | 329                                                                               | 218                                                                               | 465                                                                               | 386                                                                               | 22                                                                                | 271                                                                                 | 200                                                                                 | 290                                                                                 | 71                                                                                  | 182                                                                                 | 115                                                                                 |
| 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                                                                                 | 1                                                                                 | 4                                                                                 | 5                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 5                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |
| Cap, veh/h                    | 151                                                                               | 443                                                                               | 287                                                                               | 567                                                                               | 521                                                                               | 30                                                                                | 243                                                                                 | 556                                                                                 | 456                                                                                 | 91                                                                                  | 224                                                                                 | 141                                                                                 |
| 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                                                                                |
| Prop Arrive On Green          | 0.08                                                                              | 0.21                                                                              | 0.21                                                                              | 0.17                                                                              | 0.30                                                                              | 0.30                                                                              | 0.14                                                                                | 0.29                                                                                | 0.29                                                                                | 0.05                                                                                | 0.21                                                                                | 0.21                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 40.9                                                                              | 29.9                                                                              | 30.5                                                                              | 36.0                                                                              | 0.0                                                                               | 25.2                                                                              | 124.6                                                                               | 20.8                                                                                | 24.5                                                                                | 47.7                                                                                | 0.0                                                                                 | 32.1                                                                                |
| Ln Grp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | C                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h           | 663                                                                               |                                                                                   |                                                                                   | 873                                                                               |                                                                                   |                                                                                   | 761                                                                                 |                                                                                     |                                                                                     | 368                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 32.1                                                                              |                                                                                   |                                                                                   | 31.0                                                                              |                                                                                   |                                                                                   | 59.2                                                                                |                                                                                     |                                                                                     | 35.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 2.0                                                                               | 4.0                                                                               | 2.0                                                                               | 3.0                                                                               | 2.0                                                                               | 4.0                                                                               | 2.0                                                                                 | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 11.1                                                                              | 26.8                                                                              | 8.8                                                                               | 26.7                                                                              | 17.3                                                                              | 20.6                                                                              | 15.0                                                                                | 20.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 5.0                                                                               | 3.8                                                                               | 4.4                                                                               | 3.7                                                                               | 5.1                                                                               | 3.7                                                                                 | 5.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 6.6                                                                               | 16.6                                                                              | 4.9                                                                               | 14.0                                                                              | 11.8                                                                              | 13.1                                                                              | 12.0                                                                                | 14.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.2                                                                               | 2.3                                                                               | 0.1                                                                               | 1.6                                                                               | 0.6                                                                               | 2.5                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 0.91                                                                              | 1.00                                                                              | 0.77                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.01                                                                              | 0.00                                                                              | 0.23                                                                              | 0.09                                                                              | 1.00                                                                              | 0.19                                                                              | 1.00                                                                                | 0.13                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 |                                                                                   | 3                                                                                 |                                                                                   | 5                                                                                 |                                                                                   | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1810                                                                              |                                                                                   | 1753                                                                              |                                                                                   | 3374                                                                              |                                                                                   | 1781                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1752                                                                              |                                                                                   | 1885                                                                              |                                                                                   | 2082                                                                              |                                                                                     | 1062                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                  |                                                                                     | 18                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 100                                                                               |                                                                                   | 1546                                                                              |                                                                                   | 1351                                                                                |                                                                                     | 671                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                            |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse Build\_PM Peak Hour

|                                     |      |      |      |      |      |      |       |      |
|-------------------------------------|------|------|------|------|------|------|-------|------|
| Lanes in Grp                        | 1    | 0    | 1    | 0    | 2    | 0    | 1     | 0    |
| Grp Vol (v), veh/h                  | 116  | 0    | 71   | 0    | 465  | 0    | 271   | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1810 | 0    | 1753 | 0    | 1687 | 0    | 1781  | 0    |
| Q Serve Time (g_s), s               | 4.6  | 0.0  | 2.9  | 0.0  | 9.8  | 0.0  | 10.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 4.6  | 0.0  | 2.9  | 0.0  | 9.8  | 0.0  | 10.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Lane Grp Cap (c), veh/h             | 151  | 0    | 91   | 0    | 567  | 0    | 243   | 0    |
| V/C Ratio (X)                       | 0.77 | 0.00 | 0.78 | 0.00 | 0.82 | 0.00 | 1.12  | 0.00 |
| Avail Cap (c_a), veh/h              | 370  | 0    | 239  | 0    | 689  | 0    | 243   | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Uniform Delay (d1), s/veh           | 33.0 | 0.0  | 34.4 | 0.0  | 29.5 | 0.0  | 31.7  | 0.0  |
| Incr Delay (d2), s/veh              | 7.9  | 0.0  | 13.3 | 0.0  | 6.6  | 0.0  | 92.9  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Control Delay (d), s/veh            | 40.9 | 0.0  | 47.7 | 0.0  | 36.0 | 0.0  | 124.6 | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 1.9  | 0.0  | 1.2  | 0.0  | 3.7  | 0.0  | 4.0   | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.3  | 0.0  | 0.3  | 0.0  | 0.5  | 0.0  | 6.3   | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| %ile Back of Q (50%), veh/ln        | 2.2  | 0.0  | 1.6  | 0.0  | 4.2  | 0.0  | 10.3  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.35 | 0.00 | 0.13 | 0.00 | 0.54 | 0.00 | 1.19  | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 7.1   | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.3   | 0.0  |
| <b>Middle Lane Group Data</b>       |      |      |      |      |      |      |       |      |
| Assigned Mvmt                       | 0    | 2    | 0    | 4    | 0    | 6    | 0     | 8    |
| Lane Assignment                     |      |      |      | T    |      |      |       | T    |
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 0    | 1    | 0     | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 200  | 0    | 282  | 0     | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1885 | 0    | 1791 | 0     | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 6.1  | 0.0  | 10.8 | 0.0   | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 6.1  | 0.0  | 10.8 | 0.0   | 0.0  |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 556  | 0    | 381  | 0     | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.74 | 0.00  | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 642  | 0    | 610  | 0     | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00  | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 20.4 | 0.0  | 27.0 | 0.0   | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 2.8  | 0.0   | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 20.8 | 0.0  | 29.9 | 0.0   | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 2.5  | 0.0  | 4.3  | 0.0   | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.3  | 0.0   | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 0.0  | 0.0  | 2.5  | 0.0  | 4.6  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.19 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 18   |
| Lane Assignment                  | T+R  |      | R    |      | T+R  |      | T+R  |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Grp Vol (v), veh/h               | 0    | 408  | 0    | 290  | 0    | 265  | 0    | 297  |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1852 | 0    | 1546 | 0    | 1642 | 0    | 1734 |
| Q Serve Time (g_s), s            | 0.0  | 14.6 | 0.0  | 12.0 | 0.0  | 11.1 | 0.0  | 12.0 |
| Cycle Q Clear Time (g_c), s      | 0.0  | 14.6 | 0.0  | 12.0 | 0.0  | 11.1 | 0.0  | 12.0 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.05 | 0.00 | 1.00 | 0.00 | 0.82 | 0.00 | 0.39 |
| Lane Grp Cap (c), veh/h          | 0    | 551  | 0    | 456  | 0    | 349  | 0    | 365  |
| V/C Ratio (X)                    | 0.00 | 0.74 | 0.00 | 0.64 | 0.00 | 0.76 | 0.00 | 0.81 |
| Avail Cap (c_a), veh/h           | 0    | 1009 | 0    | 526  | 0    | 559  | 0    | 590  |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 23.3 | 0.0  | 22.5 | 0.0  | 27.1 | 0.0  | 27.6 |
| Incr Delay (d2), s/veh           | 0.0  | 2.0  | 0.0  | 2.0  | 0.0  | 3.4  | 0.0  | 4.5  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 25.2 | 0.0  | 24.5 | 0.0  | 30.5 | 0.0  | 32.1 |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 5.8  | 0.0  | 4.1  | 0.0  | 4.0  | 0.0  | 4.7  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.3  | 0.0  | 0.3  | 0.0  | 0.3  | 0.0  | 0.5  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 6.1  | 0.0  | 4.4  | 0.0  | 4.4  | 0.0  | 5.2  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.49 | 0.00 | 0.22 | 0.00 | 0.18 | 0.00 | 0.43 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 39.9 |
| HCM 6th LOS        | D    |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                                     |  |      |     |      |      |      |      |      |      |      |      |      |
|-------------------------------------|------------------------------------------------------------------------------------|------|-----|------|------|------|------|------|------|------|------|------|
| Movement                            | EBL                                                                                | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations                 |                                                                                    |      |     |      | ↶    | ↶    | ↶    | ↶    |      |      | ↶↷   | ↶    |
| Traffic Volume (veh/h)              | 0                                                                                  | 0    | 0   | 338  | 0    | 166  | 252  | 580  | 0    | 0    | 370  | 478  |
| Future Volume (veh/h)               | 0                                                                                  | 0    | 0   | 338  | 0    | 166  | 252  | 580  | 0    | 0    | 370  | 478  |
| Number                              |                                                                                    |      |     | 7    | 4    | 14   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q, veh                      |                                                                                    |      |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj (A <sub>pbT</sub> )    |                                                                                    |      |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus Adj                     |                                                                                    |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               |                                                                                    |      |     | No   |      |      | No   |      |      |      | No   |      |
| Lanes Open During Work Zone         |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln              |                                                                                    |      |     | 1767 | 1900 | 1885 | 1811 | 1856 | 0    | 0    | 1856 | 1826 |
| Adj Flow Rate, veh/h                |                                                                                    |      |     | 345  | 0    | 169  | 257  | 592  | 0    | 0    | 378  | 488  |
| Peak Hour Factor                    |                                                                                    |      |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %                |                                                                                    |      |     | 9    | 0    | 1    | 6    | 3    | 0    | 0    | 3    | 5    |
| Opposing Right Turn Influence       |                                                                                    |      |     | Yes  |      |      | Yes  |      |      | No   |      |      |
| Cap, veh/h                          |                                                                                    |      |     | 434  | 0    | 383  | 401  | 1097 | 0    | 0    | 675  | 602  |
| HCM Platoon Ratio                   |                                                                                    |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green                |                                                                                    |      |     | 0.24 | 0.00 | 0.24 | 0.12 | 0.59 | 0.00 | 0.00 | 0.38 | 0.38 |
| Unsig. Movement Delay               |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Ln Grp Delay, s/veh                 |                                                                                    |      |     | 26.0 | 0.0  | 19.9 | 13.4 | 7.8  | 0.0  | 0.0  | 15.1 | 21.1 |
| Ln Grp LOS                          |                                                                                    |      |     | C    | A    | B    | B    | A    | A    | A    | B    | C    |
| Approach Vol, veh/h                 |                                                                                    |      |     |      | 514  |      |      | 849  |      |      | 866  |      |
| Approach Delay, s/veh               |                                                                                    |      |     |      | 24.0 |      |      | 9.5  |      |      | 18.5 |      |
| Approach LOS                        |                                                                                    |      |     |      | C    |      |      | A    |      |      | B    |      |
| Timer:                              | 1                                                                                  | 2    | 3   | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                        |                                                                                    | 2    |     | 4    | 5    | 6    |      |      |      |      |      |      |
| Case No                             |                                                                                    | 4.0  |     | 11.0 | 1.2  | 8.0  |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s            |                                                                                    | 40.0 |     | 19.2 | 12.3 | 27.7 |      |      |      |      |      |      |
| Change Period (Y+Rc), s             |                                                                                    | 5.0  |     | 5.0  | 5.0  | 5.0  |      |      |      |      |      |      |
| Max Green (Gmax), s                 |                                                                                    | 30.0 |     | 20.0 | 20.0 | 30.0 |      |      |      |      |      |      |
| Max Allow Headway (MAH), s          |                                                                                    | 5.0  |     | 4.8  | 3.7  | 5.2  |      |      |      |      |      |      |
| Max Q Clear (g <sub>c+1</sub> ), s  |                                                                                    | 13.3 |     | 12.6 | 6.8  | 18.4 |      |      |      |      |      |      |
| Green Ext Time (g <sub>e</sub> ), s |                                                                                    | 3.4  |     | 1.6  | 0.6  | 4.2  |      |      |      |      |      |      |
| Prob of Phs Call (p <sub>c</sub> )  |                                                                                    | 1.00 |     | 1.00 | 1.00 | 1.00 |      |      |      |      |      |      |
| Prob of Max Out (p <sub>x</sub> )   |                                                                                    | 0.08 |     | 0.47 | 0.00 | 0.42 |      |      |      |      |      |      |
| Left-Turn Movement Data             |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    |      |     |      | 7    | 5    | 1    |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    |      |     |      | 1810 | 1725 | 0    |      |      |      |      |      |
| Through Movement Data               |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    | 2    |     | 4    |      | 6    |      |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    | 1856 |     | 0    |      | 1856 |      |      |      |      |      |      |
| Right-Turn Movement Data            |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |                                                                                    |      | 12  |      | 14   |      | 16   |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |                                                                                    |      | 0   |      | 1598 |      | 1572 |      |      |      |      |      |
| Left Lane Group Data                |                                                                                    |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       | 0                                                                                  | 0    | 0   | 7    | 5    | 1    | 0    | 0    |      |      |      |      |
| Lane Assignment                     | L+TL (Pr/Pm)                                                                       |      |     |      |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 345  | 257  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1810 | 1725 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 10.6 | 4.8  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 10.6 | 4.8  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 619  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 24.7 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 6.2  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 6.2  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 22.7 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 434  | 401  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.80 | 0.64 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 611  | 769  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 21.1 | 11.7 | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 4.9  | 1.7  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 26.0 | 13.4 | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 4.0  | 1.3  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.6  | 0.2  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 4.6  | 1.5  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.31 | 0.22 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 592  | 0    | 0    | 0    | 378  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1856 | 0    | 0    | 0    | 1763 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 11.3 | 0.0  | 0.0  | 0.0  | 10.0 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 11.3 | 0.0  | 0.0  | 0.0  | 10.0 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1097 | 0    | 0    | 0    | 675  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1097 | 0    | 0    | 0    | 893  | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 7.3  | 0.0  | 0.0  | 0.0  | 14.4 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.5  | 0.0  | 0.0  | 0.0  | 0.7  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 7.8  | 0.0  | 0.0  | 0.0  | 15.1 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 2.9  | 0.0  | 0.0  | 0.0  | 3.3  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 3.1  | 0.0  | 0.0  | 0.0  | 3.4  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |      | T+R  |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 169  | 0    | 488  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1598 | 0    | 1572 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 5.3  | 0.0  | 16.4 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 5.3  | 0.0  | 16.4 | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 383  | 0    | 602  | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.81 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 540  | 0    | 797  | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 19.1 | 0.0  | 16.3 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.8  | 0.0  | 4.8  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 19.9 | 0.0  | 21.1 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 4.9  | 0.0  | 4.8  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.8  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 5.0  | 0.0  | 5.6  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.28 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.3 |
| HCM 6th LOS        | B    |

# HCM 6th Signalized Intersection Capacity Analysis 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |  |
| Traffic Volume (veh/h)        | 332                                                                               | 0                                                                                 | 256                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 500                                                                                 | 244                                                                                 | 110                                                                                 | 598                                                                                 | 0                                                                                   |
| Future Volume (veh/h)         | 332                                                                               | 0                                                                                 | 256                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 500                                                                                 | 244                                                                                 | 110                                                                                 | 598                                                                                 | 0                                                                                   |
| Number                        | 7                                                                                 | 4                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q, veh                | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1841                                                                              | 1900                                                                              | 1737                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1841                                                                                | 1781                                                                                | 1885                                                                                | 1796                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h          | 346                                                                               | 0                                                                                 | 267                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 521                                                                                 | 254                                                                                 | 115                                                                                 | 623                                                                                 | 0                                                                                   |
| Peak Hour Factor              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %          | 4                                                                                 | 0                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 4                                                                                   | 8                                                                                   | 1                                                                                   | 7                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | Yes                                                                                 |
| Cap, veh/h                    | 468                                                                               | 0                                                                                 | 430                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 658                                                                                 | 540                                                                                 | 377                                                                                 | 979                                                                                 | 0                                                                                   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Prop Arrive On Green          | 0.27                                                                              | 0.00                                                                              | 0.27                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.36                                                                                | 0.36                                                                                | 0.09                                                                                | 0.55                                                                                | 0.00                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 20.1                                                                              | 0.0                                                                               | 18.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 17.6                                                                                | 13.9                                                                                | 10.6                                                                                | 9.7                                                                                 | 0.0                                                                                 |
| Ln Grp LOS                    | C                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h           | 613                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 775                                                                                |                                                                                     |                                                                                     | 738                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 19.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.4                                                                               |                                                                                     |                                                                                     | 9.8                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 1.2                                                                               | 7.0                                                                               |                                                                                   | 10.0                                                                              |                                                                                   | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 10.0                                                                              | 24.0                                                                              |                                                                                   | 19.2                                                                              |                                                                                   | 34.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 20.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 4.7                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 3.9                                                                               | 15.5                                                                              |                                                                                   | 11.6                                                                              |                                                                                   | 14.9                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.2                                                                               | 3.5                                                                               |                                                                                   | 2.6                                                                               |                                                                                   | 3.5                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.00                                                                              | 0.15                                                                              |                                                                                   | 0.02                                                                              |                                                                                   | 0.12                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 |                                                                                   | 7                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1795                                                                              | 0                                                                                 |                                                                                   | 1753                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1841                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 1796                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1510                                                                              |                                                                                   | 1610                                                                              |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Pr/Pm)                                                                         |                                                                                   |                                                                                   | L                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 115  | 0    | 0    | 346  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1795 | 0    | 0    | 1753 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 1.9  | 0.0  | 0.0  | 9.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 1.9  | 0.0  | 0.0  | 9.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 701  | 0    | 0    | 1753 | 0    | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 21.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 5.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 3.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 19.0 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 377  | 0    | 0    | 468  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.31 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 882  | 0    | 0    | 988  | 0    | 0    | 0    | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 10.1 | 0.0  | 0.0  | 17.8 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.5  | 0.0  | 0.0  | 2.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 10.6 | 0.0  | 0.0  | 20.1 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.5  | 0.0  | 0.0  | 3.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.6  | 0.0  | 0.0  | 3.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.05 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 521  | 0    | 0    | 0    | 623  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1841 | 0    | 0    | 0    | 1796 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 13.5 | 0.0  | 0.0  | 0.0  | 12.9 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 13.5 | 0.0  | 0.0  | 0.0  | 12.9 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 658  | 0    | 0    | 0    | 979  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1037 | 0    | 0    | 0    | 1012 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 15.3 | 0.0  | 0.0  | 0.0  | 8.4  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 2.2  | 0.0  | 0.0  | 0.0  | 1.3  | 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  |
| Control Delay (d), s/veh    | 0.0  | 17.6 | 0.0  | 0.0  | 0.0  | 9.7  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 4.5  | 0.0  | 0.0  | 0.0  | 3.2  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.4  | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 4.9  | 0.0  | 0.0  | 0.0  | 3.6  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  | R    |      | T+R  |      |      |      |      |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 254  | 0    | 267  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1510 | 0    | 1610 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 6.9  | 0.0  | 7.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 6.9  | 0.0  | 7.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 540  | 0    | 430  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.47 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 851  | 0    | 907  | 0    | 0    | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 13.2 | 0.0  | 17.1 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.6  | 0.0  | 1.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 13.9 | 0.0  | 18.6 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 1.9  | 0.0  | 2.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.1  | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 2.0  | 0.0  | 2.7  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.07 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.0 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |          |                                                                                   |       |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 7.1                                                                               |          |                                                                                   |       |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL  | SBT                                                                               |
| Lane Configurations      |  |          |  |       |      |  |
| Traffic Vol, veh/h       | 41                                                                                | 180      | 97                                                                                | 22    | 94   | 29                                                                                |
| Future Vol, veh/h        | 41                                                                                | 180      | 97                                                                                | 22    | 94   | 29                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82    | 82   | 82                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3        | 4                                                                                 | 3     | 10   | 6                                                                                 |
| Mvmt Flow                | 50                                                                                | 220      | 118                                                                               | 27    | 115  | 35                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |      |                                                                                   |
| Conflicting Flow All     | 397                                                                               | 132      | 0                                                                                 | 0     | 145  | 0                                                                                 |
| Stage 1                  | 132                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 265                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.23     | -                                                                                 | -     | 4.2  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.327    | -                                                                                 | -     | 2.29 | -                                                                                 |
| Pot Cap-1 Maneuver       | 612                                                                               | 915      | -                                                                                 | -     | 1390 | -                                                                                 |
| Stage 1                  | 899                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 784                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |      | -                                                                                 |
| Mov Cap-1 Maneuver       | 561                                                                               | 915      | -                                                                                 | -     | 1390 | -                                                                                 |
| Mov Cap-2 Maneuver       | 561                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 1                  | 899                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 718                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |       |      |                                                                                   |
| HCM Control Delay, s     | 11.5                                                                              | 0        | 6                                                                                 |       |      |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |       |      |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |      |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 819                                                                               | 1390  | -    |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.329                                                                             | 0.082 | -    |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 11.5                                                                              | 7.8   | 0    |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A     | A    |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.4                                                                               | 0.3   | -    |                                                                                   |

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 33.6   |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |       |
| Traffic Vol, veh/h       | 63     | 185                                                                               | 3    | 17     | 318                                                                               | 81   | 1      | 56                                                                                | 19   | 105    | 80                                                                                  | 57    |
| Future Vol, veh/h        | 63     | 185                                                                               | 3    | 17     | 318                                                                               | 81   | 1      | 56                                                                                | 19   | 105    | 80                                                                                  | 57    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0     |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None  |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 4                                                                                   | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                | 90   | 90     | 90                                                                                  | 90    |
| Heavy Vehicles, %        | 1      | 2                                                                                 | 0    | 6      | 4                                                                                 | 4    | 0      | 0                                                                                 | 0    | 1      | 3                                                                                   | 5     |
| Mvmt Flow                | 70     | 206                                                                               | 3    | 19     | 353                                                                               | 90   | 1      | 62                                                                                | 21   | 117    | 89                                                                                  | 63    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 443    | 0                                                                                 | 0    | 209    | 0                                                                                 | 0    | 860    | 829                                                                               | 208  | 825    | 785                                                                                 | 398   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 348    | 348                                                                               | -    | 436    | 436                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 512    | 481                                                                               | -    | 389    | 349                                                                                 | -     |
| Critical Hdwy            | 4.11   | -                                                                                 | -    | 4.16   | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.91   | 7.33                                                                                | 6.65  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.33                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.91   | 6.33                                                                                | -     |
| Follow-up Hdwy           | 2.209  | -                                                                                 | -    | 2.254  | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.509  | 4.027                                                                               | 3.345 |
| Pot Cap-1 Maneuver       | 1122   | -                                                                                 | -    | 1338   | -                                                                                 | -    | 278    | 308                                                                               | 837  | 244    | 272                                                                                 | 617   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 672    | 638                                                                               | -    | 545    | 525                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 548    | 557                                                                               | -    | 584    | 585                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1122   | -                                                                                 | -    | 1338   | -                                                                                 | -    | 168    | 281                                                                               | 837  | 184    | 248                                                                                 | 617   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 168    | 281                                                                               | -    | 184    | 248                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 624    | 593                                                                               | -    | 506    | 515                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 399    | 546                                                                               | -    | 473    | 543                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |       |
| HCM Control Delay, s     | 2.1    |                                                                                   |      | 0.3    |                                                                                   |      | 19.4   |                                                                                   |      | 128    |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | C      |                                                                                   |      | F      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |       |
| Capacity (veh/h)         | 333    | 1122                                                                              | -    | -      | 1338                                                                              | -    | -      | 246                                                                               |      |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.254  | 0.062                                                                             | -    | -      | 0.014                                                                             | -    | -      | 1.093                                                                             |      |        |                                                                                     |       |
| HCM Control Delay (s)    | 19.4   | 8.4                                                                               | 0    | -      | 7.7                                                                               | 0    | -      | 128                                                                               |      |        |                                                                                     |       |
| HCM Lane LOS             | C      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | F                                                                                 |      |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 1      | 0.2                                                                               | -    | -      | 0                                                                                 | -    | -      | 11.6                                                                              |      |        |                                                                                     |       |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120;296; Craigville Logistics Warehouse

Build\_PM Peak Hour



| Movement                      | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |      |   |   |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|---|---|
| Lane Configurations           |  |  |  |  |  |  |      |   |   |
| Traffic Volume (veh/h)        | 184                                                                               | 225                                                                               | 175                                                                               | 1116                                                                              | 613                                                                               | 104                                                                               |      |   |   |
| Future Volume (veh/h)         | 184                                                                               | 225                                                                               | 175                                                                               | 1116                                                                              | 613                                                                               | 104                                                                               |      |   |   |
| Number                        | 7                                                                                 | 14                                                                                | 5                                                                                 | 2                                                                                 | 6                                                                                 | 16                                                                                |      |   |   |
| Initial Q, 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                                                                                |                                                                                   |      |   |   |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Adj Sat Flow, veh/h/ln        | 1847                                                                              | 1876                                                                              | 1862                                                                              | 1847                                                                              | 1997                                                                              | 2012                                                                              |      |   |   |
| Adj Flow Rate, veh/h          | 196                                                                               | 239                                                                               | 186                                                                               | 1187                                                                              | 652                                                                               | 111                                                                               |      |   |   |
| Peak Hour Factor              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |      |   |   |
| Percent Heavy Veh, %          | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 4                                                                                 | 3                                                                                 |      |   |   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Cap, veh/h                    | 291                                                                               | 347                                                                               | 502                                                                               | 1398                                                                              | 1330                                                                              | 1136                                                                              |      |   |   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |   |   |
| Prop Arrive On Green          | 0.17                                                                              | 0.17                                                                              | 0.05                                                                              | 0.76                                                                              | 0.67                                                                              | 0.67                                                                              |      |   |   |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Ln Grp Delay, s/veh           | 51.7                                                                              | 47.5                                                                              | 8.3                                                                               | 17.3                                                                              | 12.0                                                                              | 7.9                                                                               |      |   |   |
| Ln Grp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 |      |   |   |
| Approach Vol, veh/h           | 435                                                                               |                                                                                   |                                                                                   | 1373                                                                              | 763                                                                               |                                                                                   |      |   |   |
| Approach Delay, s/veh         | 49.4                                                                              |                                                                                   |                                                                                   | 16.1                                                                              | 11.4                                                                              |                                                                                   |      |   |   |
| Approach LOS                  | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |      |   |   |
| Timer:                        |                                                                                   | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7 | 8 |
| Assigned Phs                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6    |   |   |
| Case No                       |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   | 9.0                                                                               | 1.2                                                                               | 7.0  |   |   |
| Phs Duration (G+Y+Rc), s      |                                                                                   |                                                                                   | 103.0                                                                             |                                                                                   | 26.4                                                                              | 11.8                                                                              | 91.2 |   |   |
| Change Period (Y+Rc), s       |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0  |   |   |
| Max Green (Gmax), s           |                                                                                   |                                                                                   | 98.0                                                                              |                                                                                   | 42.0                                                                              | 30.0                                                                              | 63.0 |   |   |
| Max Allow Headway (MAH), s    |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   | 4.1                                                                               | 4.6                                                                               | 3.5  |   |   |
| Max Q Clear (g_c+I1), s       |                                                                                   |                                                                                   | 58.6                                                                              |                                                                                   | 19.9                                                                              | 6.0                                                                               | 22.9 |   |   |
| Green Ext Time (g_e), s       |                                                                                   |                                                                                   | 5.4                                                                               |                                                                                   | 1.5                                                                               | 0.8                                                                               | 2.2  |   |   |
| Prob of Phs Call (p_c)        |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00 |   |   |
| Prob of Max Out (p_x)         |                                                                                   |                                                                                   | 0.00                                                                              |                                                                                   | 0.00                                                                              | 0.00                                                                              | 0.00 |   |   |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 5                                                                                 | 1    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1759                                                                              | 1773                                                                              | 0    |   |   |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 1847                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 1997 |   |   |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16   |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 1590                                                                              |                                                                                   | 1705 |   |   |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 5                                                                                 | 1    | 0 | 0 |
| Lane Assignment               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | LL (Pr/Pm)                                                                        |                                                                                   |      |   |   |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120;296; Craigville Logistics Warehouse Build\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 196  | 186  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1759 | 1773 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 13.5 | 4.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 13.5 | 4.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 1759 | 700  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 88.2 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 65.3 | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 8.3  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 86.2 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 291  | 502  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.67 | 0.37 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 571  | 820  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 50.7 | 7.9  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 1.0  | 0.5  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 51.7 | 8.3  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 6.0  | 1.1  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 6.1  | 1.2  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 1.03 | 0.20 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 1187 | 0    | 0    | 0    | 652  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1847 | 0    | 0    | 0    | 1997 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 56.6 | 0.0  | 0.0  | 0.0  | 20.9 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 56.6 | 0.0  | 0.0  | 0.0  | 20.9 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1398 | 0    | 0    | 0    | 1330 | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1398 | 0    | 0    | 0    | 1330 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 10.7 | 0.0  | 0.0  | 0.0  | 10.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 6.6  | 0.0  | 0.0  | 0.0  | 1.3  | 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  |
| Control Delay (d), s/veh    | 0.0  | 17.3 | 0.0  | 0.0  | 0.0  | 12.0 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 15.7 | 0.0  | 0.0  | 0.0  | 7.8  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 2.6  | 0.0  | 0.0  | 0.0  | 0.5  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120;296; Craigville Logistics Warehouse Build\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 18.3 | 0.0  | 0.0  | 0.0  | 8.2  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 2.12 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |        |      |      |      |      |
|----------------------------------|------|------|------|--------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14     | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |        | R    |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1      | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 239    | 0    | 111  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1590   | 0    | 1705 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 17.9   | 0.0  | 3.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 17.9   | 0.0  | 3.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 1590.2 | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 6.8    | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 347    | 0    | 1136 | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.69   | 0.00 | 0.10 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 599    | 0    | 1136 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 46.6   | 0.0  | 7.7  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.9    | 0.0  | 0.2  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 47.5   | 0.0  | 7.9  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.9  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1    | 0.0  | 0.1  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 0.1    | 0.0  | 1.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.01   | 0.00 | 0.13 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.3 |
| HCM 6th LOS        | C    |

## Notes

User approved volume balancing among the lanes for turning movement.

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.6                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 12                                                                                | 56                                                                                | 23    | 108                                                                               | 116                                                                               | 3    |
| Future Vol, veh/h        | 12                                                                                | 56                                                                                | 23    | 108                                                                               | 116                                                                               | 3    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None                                                                              | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 6                                                                                 | 22    | 3                                                                                 | 1                                                                                 | 0    |
| Mvmt Flow                | 13                                                                                | 61                                                                                | 25    | 117                                                                               | 126                                                                               | 3    |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 295                                                                               | 128                                                                               | 129   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 128                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 167                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.26                                                                              | 4.32  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.354                                                                             | 2.398 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 700                                                                               | 911                                                                               | 1342  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 903                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 867                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 686                                                                               | 911                                                                               | 1342  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 686                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 885                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 867                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.4                                                                               | 1.4                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1342                                                                              | -                                                                                 | 686   | 911                                                                               | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.019                                                                             | -                                                                                 | 0.019 | 0.067                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.7                                                                               | 0                                                                                 | 10.4  | 9.2                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | B     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | 0.1   | 0.2                                                                               | -                                                                                 | -    |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 10                                                                                | 4      | 0     | 46                                                                                | 38                                                                                | 0    |
| Future Vol, veh/h        | 10                                                                                | 4      | 0     | 46                                                                                | 38                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 83                                                                                | 83     | 83    | 83                                                                                | 83                                                                                | 83   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 12                                                                                | 5      | 0     | 55                                                                                | 46                                                                                | 0    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 101                                                                               | 46     | -     | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 46                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 55                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2    | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3    | -     | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 902                                                                               | 1029   | 0     | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 982                                                                               | -      | 0     | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 973                                                                               | -      | 0     | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 902                                                                               | 1029   | -     | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 902                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 982                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 973                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.9                                                                               | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT   |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | -                                                                                 |        | 935   |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | -                                                                                 |        | 0.018 |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | -                                                                                 |        | 8.9   |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | -                                                                                 |        | A     |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | -                                                                                 |        | 0.1   |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 11     | 132                                                                               | 204                                                                               | 35     | 28                                                                                | 13   |
| Future Vol, veh/h        | 11     | 132                                                                               | 204                                                                               | 35     | 28                                                                                | 13   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 3                                                                                 | 3                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 12     | 147                                                                               | 227                                                                               | 39     | 31                                                                                | 14   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 266    | 0                                                                                 | -                                                                                 | 0      | 418                                                                               | 247  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 247                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 171                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 1310   | -                                                                                 | -                                                                                 | -      | 595                                                                               | 797  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 799                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 864                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1310   | -                                                                                 | -                                                                                 | -      | 589                                                                               | 797  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 589                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 791                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 864                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 11     |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1310   | -                                                                                 | -                                                                                 | -      | 642                                                                               |      |
| HCM Lane V/C Ratio       | 0.009  | -                                                                                 | -                                                                                 | -      | 0.071                                                                             |      |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 11                                                                                |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↱    |      |      |      |      |
| Traffic Vol, veh/h       | 169  | 148  | 0    | 0    | 217  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 169  | 148  | 0    | 0    | 217  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 1    | 1    | 0    | 0    | 3    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 182  | 159  | 0    | 0    | 233  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 234    | 0      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.11   | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.209  | -      | -      |
| Pot Cap-1 Maneuver   | 1339   | -      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1339   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

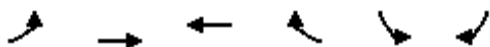
| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 4.3 | 0  | 0  |
| HCM LOS              |     |    | A  |

| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1339  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.136 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 8.1   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.5   | -   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 120;296; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
Build\_SAT Midday Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 46   | 335   | 237   | 11   | 12                        | 196  |
| Future Volume (vph)               | 46   | 335   | 237   | 11   | 12                        | 196  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 0.99  |      | 0.87                      |      |
| Flt Protected                     |      | 0.99  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1868  | 1836  |      | 1639                      |      |
| Flt Permitted                     |      | 0.93  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1754  | 1836  |      | 1639                      |      |
| Peak-hour factor, PHF             | 0.96 | 0.96  | 0.96  | 0.96 | 0.96                      | 0.96 |
| Adj. Flow (vph)                   | 48   | 349   | 247   | 11   | 12                        | 204  |
| RTOR Reduction (vph)              | 0    | 0     | 1     | 0    | 156                       | 0    |
| Lane Group Flow (vph)             | 0    | 397   | 257   | 0    | 61                        | 0    |
| Heavy Vehicles (%)                | 2%   | 1%    | 3%    | 0%   | 0%                        | 1%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 83.9  | 38.7  |      | 28.8                      |      |
| Effective Green, g (s)            |      | 83.9  | 38.7  |      | 28.8                      |      |
| Actuated g/C Ratio                |      | 0.68  | 0.32  |      | 0.23                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1199  | 579   |      | 384                       |      |
| v/s Ratio Prot                    |      |       | c0.14 |      | c0.04                     |      |
| v/s Ratio Perm                    |      | c0.23 |       |      |                           |      |
| v/c Ratio                         |      | 0.33  | 0.44  |      | 0.16                      |      |
| Uniform Delay, d1                 |      | 7.9   | 33.4  |      | 37.3                      |      |
| Progression Factor                |      | 0.13  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.4   | 1.5   |      | 0.2                       |      |
| Delay (s)                         |      | 1.4   | 35.0  |      | 37.5                      |      |
| Level of Service                  |      | A     | C     |      | D                         |      |
| Approach Delay (s)                |      | 1.4   | 35.0  |      | 37.5                      |      |
| Approach LOS                      |      | A     | C     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 20.3  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.33  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 122.7 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 58.6% |      | ICU Level of Service      | B    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120;296; Craigville Logistics Warehouse

Build\_SAT Midday Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 249                                                                               | 419                                                                               | 145                                                                               | 288                                                                               | 425                                                                               | 132                                                                               |
| Future Volume (vph)               | 249                                                                               | 419                                                                               | 145                                                                               | 288                                                                               | 425                                                                               | 132                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1832                                                                              | 1787                                                                              | 1583                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.79                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1881                                                                              | 1599                                                                              |                                                                                   | 1476                                                                              | 1787                                                                              | 1583                                                                              |
| Peak-hour factor, PHF             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Adj. Flow (vph)                   | 259                                                                               | 436                                                                               | 151                                                                               | 300                                                                               | 443                                                                               | 138                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 298                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 24                                                                                |
| Lane Group Flow (vph)             | 259                                                                               | 138                                                                               | 0                                                                                 | 451                                                                               | 443                                                                               | 114                                                                               |
| Heavy Vehicles (%)                | 1%                                                                                | 1%                                                                                | 2%                                                                                | 2%                                                                                | 1%                                                                                | 2%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 38.7                                                                              | 38.7                                                                              |                                                                                   | 72.5                                                                              | 40.2                                                                              | 40.2                                                                              |
| Effective Green, g (s)            | 38.7                                                                              | 38.7                                                                              |                                                                                   | 72.5                                                                              | 40.2                                                                              | 40.2                                                                              |
| Actuated g/C Ratio                | 0.32                                                                              | 0.32                                                                              |                                                                                   | 0.59                                                                              | 0.33                                                                              | 0.33                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 593                                                                               | 504                                                                               |                                                                                   | 872                                                                               | 585                                                                               | 518                                                                               |
| v/s Ratio Prot                    | 0.14                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.09                                                                              |                                                                                   | 0.31                                                                              |                                                                                   | 0.07                                                                              |
| v/c Ratio                         | 0.44                                                                              | 0.27                                                                              |                                                                                   | 0.52                                                                              | 0.76                                                                              | 0.22                                                                              |
| Uniform Delay, d1                 | 33.3                                                                              | 31.5                                                                              |                                                                                   | 14.8                                                                              | 36.9                                                                              | 29.9                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.45                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.5                                                                               | 0.8                                                                               |                                                                                   | 1.3                                                                               | 8.9                                                                               | 1.0                                                                               |
| Delay (s)                         | 34.8                                                                              | 32.3                                                                              |                                                                                   | 7.9                                                                               | 45.8                                                                              | 30.9                                                                              |
| Level of Service                  | C                                                                                 | C                                                                                 |                                                                                   | A                                                                                 | D                                                                                 | C                                                                                 |
| Approach Delay (s)                | 33.2                                                                              |                                                                                   |                                                                                   | 7.9                                                                               | 42.2                                                                              |                                                                                   |
| Approach LOS                      | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 29.6                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | C                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.63                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 122.7                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 72.3%                                                                             |                                                                                   | ICU Level of Service                                                              | C                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120;296; Craigville Logistics Warehouse

Build\_SAT Midday Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |      |  |  |      |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 124                                                                               | 330                                                                               | 212  | 341                                                                               | 348                                                                               | 24   | 256                                                                               | 159                                                                               | 287                                                                               | 57                                                                                | 192                                                                               | 143                                                                               |
| Future Volume (veh/h)        | 124                                                                               | 330                                                                               | 212  | 341                                                                               | 348                                                                               | 24   | 256                                                                               | 159                                                                               | 287                                                                               | 57                                                                                | 192                                                                               | 143                                                                               |
| 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                                                                              | 1856 | 1885                                                                              | 1885                                                                              | 1781 | 1900                                                                              | 1870                                                                              | 1856                                                                              | 1900                                                                              | 1870                                                                              | 1900                                                                              |
| Adj Flow Rate, veh/h         | 133                                                                               | 355                                                                               | 228  | 367                                                                               | 374                                                                               | 26   | 275                                                                               | 171                                                                               | 309                                                                               | 61                                                                                | 206                                                                               | 154                                                                               |
| Peak Hour Factor             | 0.93                                                                              | 0.93                                                                              | 0.93 | 0.93                                                                              | 0.93                                                                              | 0.93 | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 3    | 1                                                                                 | 1                                                                                 | 8    | 0                                                                                 | 2                                                                                 | 3                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 |
| Cap, veh/h                   | 171                                                                               | 468                                                                               | 296  | 476                                                                               | 458                                                                               | 32   | 241                                                                               | 622                                                                               | 523                                                                               | 79                                                                                | 242                                                                               | 181                                                                               |
| Arrive On Green              | 0.09                                                                              | 0.22                                                                              | 0.22 | 0.14                                                                              | 0.26                                                                              | 0.26 | 0.13                                                                              | 0.33                                                                              | 0.33                                                                              | 0.04                                                                              | 0.24                                                                              | 0.24                                                                              |
| Sat Flow, veh/h              | 1810                                                                              | 2124                                                                              | 1340 | 3483                                                                              | 1742                                                                              | 121  | 1810                                                                              | 1870                                                                              | 1572                                                                              | 1810                                                                              | 994                                                                               | 743                                                                               |
| Grp Volume(v), veh/h         | 133                                                                               | 301                                                                               | 282  | 367                                                                               | 0                                                                                 | 400  | 275                                                                               | 171                                                                               | 309                                                                               | 61                                                                                | 0                                                                                 | 360                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1805                                                                              | 1659 | 1742                                                                              | 0                                                                                 | 1863 | 1810                                                                              | 1870                                                                              | 1572                                                                              | 1810                                                                              | 0                                                                                 | 1737                                                                              |
| Q Serve(g_s), s              | 5.4                                                                               | 11.7                                                                              | 12.0 | 7.6                                                                               | 0.0                                                                               | 15.1 | 10.0                                                                              | 5.0                                                                               | 12.3                                                                              | 2.5                                                                               | 0.0                                                                               | 14.9                                                                              |
| Cycle Q Clear(g_c), s        | 5.4                                                                               | 11.7                                                                              | 12.0 | 7.6                                                                               | 0.0                                                                               | 15.1 | 10.0                                                                              | 5.0                                                                               | 12.3                                                                              | 2.5                                                                               | 0.0                                                                               | 14.9                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.81 | 1.00                                                                              |                                                                                   | 0.06 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.43                                                                              |
| Lane Grp Cap(c), veh/h       | 171                                                                               | 398                                                                               | 366  | 476                                                                               | 0                                                                                 | 490  | 241                                                                               | 622                                                                               | 523                                                                               | 79                                                                                | 0                                                                                 | 422                                                                               |
| V/C Ratio(X)                 | 0.78                                                                              | 0.76                                                                              | 0.77 | 0.77                                                                              | 0.00                                                                              | 0.82 | 1.14                                                                              | 0.27                                                                              | 0.59                                                                              | 0.77                                                                              | 0.00                                                                              | 0.85                                                                              |
| Avail Cap(c_a), veh/h        | 362                                                                               | 601                                                                               | 552  | 696                                                                               | 0                                                                                 | 993  | 241                                                                               | 623                                                                               | 524                                                                               | 241                                                                               | 0                                                                                 | 578                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 33.2                                                                              | 27.4                                                                              | 27.5 | 31.3                                                                              | 0.0                                                                               | 26.0 | 32.5                                                                              | 18.4                                                                              | 20.8                                                                              | 35.5                                                                              | 0.0                                                                               | 27.1                                                                              |
| Incr Delay (d2), s/veh       | 7.4                                                                               | 2.9                                                                               | 3.7  | 3.2                                                                               | 0.0                                                                               | 3.4  | 101.2                                                                             | 0.2                                                                               | 1.8                                                                               | 14.7                                                                              | 0.0                                                                               | 8.9                                                                               |
| 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     | 2.6                                                                               | 5.0                                                                               | 4.8  | 3.2                                                                               | 0.0                                                                               | 6.6  | 10.9                                                                              | 2.0                                                                               | 4.5                                                                               | 1.4                                                                               | 0.0                                                                               | 6.9                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 40.6                                                                              | 30.3                                                                              | 31.2 | 34.5                                                                              | 0.0                                                                               | 29.4 | 133.8                                                                             | 18.6                                                                              | 22.6                                                                              | 50.2                                                                              | 0.0                                                                               | 36.0                                                                              |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C    | C                                                                                 | A                                                                                 | C    | F                                                                                 | B                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 |
| Approach Vol, veh/h          | 716                                                                               |                                                                                   |      | 767                                                                               |                                                                                   |      | 755                                                                               |                                                                                   |                                                                                   | 421                                                                               |                                                                                   |                                                                                   |
| Approach Delay, s/veh        | 32.6                                                                              |                                                                                   |      | 31.8                                                                              |                                                                                   |      | 62.2                                                                              |                                                                                   |                                                                                   | 38.1                                                                              |                                                                                   |                                                                                   |
| Approach LOS                 | C                                                                                 |                                                                                   |      | C                                                                                 |                                                                                   |      | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3    | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Phs Duration (G+Y+Rc), s     | 24.1                                                                              | 24.7                                                                              | 8.3  | 30.0                                                                              | 15.3                                                                              | 21.6 | 15.0                                                                              | 23.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0  | 5.0                                                                               | 5.0                                                                               | 5.0  | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Green Setting (Gmax), s  | 40.0                                                                              | 40.0                                                                              | 10.0 | 25.0                                                                              | 15.0                                                                              | 25.0 | 10.0                                                                              | 25.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Max Q Clear Time (g_c+I), s  | 17.1                                                                              | 17.1                                                                              | 4.5  | 14.3                                                                              | 9.6                                                                               | 14.0 | 12.0                                                                              | 16.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Green Ext Time (p_c), s      | 0.2                                                                               | 2.3                                                                               | 0.0  | 1.5                                                                               | 0.6                                                                               | 2.6  | 0.0                                                                               | 1.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 41.6 |
| HCM 6th LOS        | D    |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

Build\_SAT Midday Peak Hour



| Movement                     | EBL  | EBT | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|-----|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |     |     |      | ↶    | ↶    | ↶    | ↶    |      |      | ↷    | ↷    |
| Traffic Volume (veh/h)       | 0    | 0   | 0   | 179  | 1    | 136  | 125  | 566  | 0    | 0    | 381  | 368  |
| Future Volume (veh/h)        | 0    | 0   | 0   | 179  | 1    | 136  | 125  | 566  | 0    | 0    | 381  | 368  |
| Initial Q (Qb), veh          |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      |     |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      |     |     | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       |      |     |     | 1870 | 1900 | 1900 | 1856 | 1870 | 0    | 0    | 1870 | 1870 |
| Adj Flow Rate, veh/h         |      |     |     | 195  | 1    | 148  | 136  | 615  | 0    | 0    | 414  | 400  |
| Peak Hour Factor             |      |     |     | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         |      |     |     | 2    | 0    | 0    | 3    | 2    | 0    | 0    | 2    | 2    |
| Cap, veh/h                   |      |     |     | 316  | 2    | 282  | 447  | 1099 | 0    | 0    | 666  | 594  |
| Arrive On Green              |      |     |     | 0.18 | 0.18 | 0.18 | 0.09 | 0.59 | 0.00 | 0.00 | 0.38 | 0.38 |
| Sat Flow, veh/h              |      |     |     | 1801 | 9    | 1610 | 1767 | 1870 | 0    | 0    | 1870 | 1585 |
| Grp Volume(v), veh/h         |      |     |     | 196  | 0    | 148  | 136  | 615  | 0    | 0    | 414  | 400  |
| Grp Sat Flow(s),veh/h/ln     |      |     |     | 1810 | 0    | 1610 | 1767 | 1870 | 0    | 0    | 1777 | 1585 |
| Q Serve(g_s), s              |      |     |     | 4.2  | 0.0  | 3.5  | 1.7  | 8.5  | 0.0  | 0.0  | 8.0  | 8.9  |
| Cycle Q Clear(g_c), s        |      |     |     | 4.2  | 0.0  | 3.5  | 1.7  | 8.5  | 0.0  | 0.0  | 8.0  | 8.9  |
| Prop In Lane                 |      |     |     | 0.99 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       |      |     |     | 317  | 0    | 282  | 447  | 1099 | 0    | 0    | 666  | 594  |
| V/C Ratio(X)                 |      |     |     | 0.62 | 0.00 | 0.52 | 0.30 | 0.56 | 0.00 | 0.00 | 0.62 | 0.67 |
| Avail Cap(c_a), veh/h        |      |     |     | 857  | 0    | 763  | 1117 | 1329 | 0    | 0    | 1262 | 1126 |
| HCM Platoon Ratio            |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           |      |     |     | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     |      |     |     | 16.1 | 0.0  | 15.8 | 7.1  | 5.3  | 0.0  | 0.0  | 10.8 | 11.0 |
| Incr Delay (d2), s/veh       |      |     |     | 2.0  | 0.0  | 1.5  | 0.4  | 0.4  | 0.0  | 0.0  | 1.0  | 1.3  |
| Initial Q Delay(d3),s/veh    |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     |      |     |     | 1.6  | 0.0  | 0.1  | 0.4  | 1.5  | 0.0  | 0.0  | 2.3  | 2.3  |
| Unsig. Movement Delay, s/veh |      |     |     |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         |      |     |     | 18.1 | 0.0  | 17.3 | 7.5  | 5.8  | 0.0  | 0.0  | 11.7 | 12.4 |
| LnGrp LOS                    |      |     |     | B    | A    | B    | A    | A    | A    | A    | B    | B    |
| Approach Vol, veh/h          |      |     |     | 344  |      |      | 751  |      |      |      | 814  |      |
| Approach Delay, s/veh        |      |     |     | 17.7 |      |      | 6.1  |      |      |      | 12.0 |      |
| Approach LOS                 |      |     |     | B    |      |      | A    |      |      |      | B    |      |
| Timer - Assigned Phs         | 2    |     |     | 4    | 5    | 6    |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 29.8 |     |     | 12.4 | 9.0  | 20.8 |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  |     |     | 5.0  | 5.0  | 5.0  |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 30.0 |     |     | 20.0 | 20.0 | 30.0 |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 10.5 |     |     | 6.2  | 3.7  | 10.9 |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 3.7  |     |     | 1.3  | 0.3  | 4.9  |      |      |      |      |      |      |
| <b>Intersection Summary</b>  |      |     |     |      |      |      |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |     |     | 10.7 |      |      |      |      |      |      |      |      |
| HCM 6th LOS                  |      |     |     | B    |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Summary 120;296; Craigville Logistics Warehouse

Build\_SAT Midday Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL  | WBT | WBR | NBL  | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----|-----|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |      |      |     |     |      |  |  |  |  |      |
| Traffic Volume (veh/h)       | 309                                                                               | 1                                                                                 | 176  | 0    | 0   | 0   | 0    | 385                                                                               | 257                                                                               | 146                                                                               | 414                                                                               | 0    |
| Future Volume (veh/h)        | 309                                                                               | 1                                                                                 | 176  | 0    | 0   | 0   | 0    | 385                                                                               | 257                                                                               | 146                                                                               | 414                                                                               | 0    |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0    |      |     |     | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00 |      |     |     | 1.00 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00 |      |     |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |      |      |     |     | No   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1900                                                                              | 1856 |      |     |     | 0    | 1856                                                                              | 1841                                                                              | 1856                                                                              | 1870                                                                              | 0    |
| Adj Flow Rate, veh/h         | 340                                                                               | 1                                                                                 | 193  |      |     |     | 0    | 423                                                                               | 282                                                                               | 160                                                                               | 455                                                                               | 0    |
| Peak Hour Factor             | 0.91                                                                              | 0.91                                                                              | 0.91 |      |     |     | 0.91 | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              | 0.91 |
| Percent Heavy Veh, %         | 2                                                                                 | 0                                                                                 | 3    |      |     |     | 0    | 3                                                                                 | 4                                                                                 | 3                                                                                 | 2                                                                                 | 0    |
| Cap, veh/h                   | 466                                                                               | 2                                                                                 | 420  |      |     |     | 0    | 583                                                                               | 490                                                                               | 422                                                                               | 984                                                                               | 0    |
| Arrive On Green              | 0.26                                                                              | 0.26                                                                              | 0.26 |      |     |     | 0.00 | 0.31                                                                              | 0.31                                                                              | 0.11                                                                              | 0.53                                                                              | 0.00 |
| Sat Flow, veh/h              | 1781                                                                              | 8                                                                                 | 1603 |      |     |     | 0    | 1856                                                                              | 1560                                                                              | 1767                                                                              | 1870                                                                              | 0    |
| Grp Volume(v), veh/h         | 340                                                                               | 0                                                                                 | 194  |      |     |     | 0    | 423                                                                               | 282                                                                               | 160                                                                               | 455                                                                               | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 0                                                                                 | 1611 |      |     |     | 0    | 1856                                                                              | 1560                                                                              | 1767                                                                              | 1870                                                                              | 0    |
| Q Serve(g_s), s              | 8.2                                                                               | 0.0                                                                               | 4.8  |      |     |     | 0.0  | 9.6                                                                               | 7.1                                                                               | 2.5                                                                               | 7.2                                                                               | 0.0  |
| Cycle Q Clear(g_c), s        | 8.2                                                                               | 0.0                                                                               | 4.8  |      |     |     | 0.0  | 9.6                                                                               | 7.1                                                                               | 2.5                                                                               | 7.2                                                                               | 0.0  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.99 |      |     |     | 0.00 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 |
| Lane Grp Cap(c), veh/h       | 466                                                                               | 0                                                                                 | 422  |      |     |     | 0    | 583                                                                               | 490                                                                               | 422                                                                               | 984                                                                               | 0    |
| V/C Ratio(X)                 | 0.73                                                                              | 0.00                                                                              | 0.46 |      |     |     | 0.00 | 0.73                                                                              | 0.58                                                                              | 0.38                                                                              | 0.46                                                                              | 0.00 |
| Avail Cap(c_a), veh/h        | 1133                                                                              | 0                                                                                 | 1025 |      |     |     | 0    | 1180                                                                              | 992                                                                               | 984                                                                               | 1190                                                                              | 0    |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 |      |     |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00 |      |     |     | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 |
| Uniform Delay (d), s/veh     | 15.9                                                                              | 0.0                                                                               | 14.6 |      |     |     | 0.0  | 14.4                                                                              | 13.5                                                                              | 9.3                                                                               | 7.0                                                                               | 0.0  |
| Incr Delay (d2), s/veh       | 2.2                                                                               | 0.0                                                                               | 0.8  |      |     |     | 0.0  | 1.7                                                                               | 1.1                                                                               | 0.6                                                                               | 0.3                                                                               | 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  |
| %ile BackOfQ(50%),veh/ln     | 8.0                                                                               | 0.0                                                                               | 1.5  |      |     |     | 0.0  | 3.4                                                                               | 2.1                                                                               | 0.7                                                                               | 1.8                                                                               | 0.0  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |      |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| LnGrp Delay(d),s/veh         | 18.1                                                                              | 0.0                                                                               | 15.4 |      |     |     | 0.0  | 16.1                                                                              | 14.6                                                                              | 9.9                                                                               | 7.3                                                                               | 0.0  |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B    |      |     |     | A    | B                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | A    |
| Approach Vol, veh/h          | 534                                                                               |                                                                                   |      |      |     |     | 705  |                                                                                   |                                                                                   | 615                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 17.1                                                                              |                                                                                   |      |      |     |     | 15.5 |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   |      |
| Approach LOS                 | B                                                                                 |                                                                                   |      |      |     |     | B    |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4    | 6    |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 19.8                                                                              | 17.3 | 29.8 |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0  | 5.0  |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0 | 30.0 |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I), s  | 14.5                                                                              | 11.6                                                                              | 10.2 | 9.2  |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.3                                                                               | 3.3                                                                               | 2.1  | 2.6  |     |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 13.5 |
| HCM 6th LOS        | B    |

Intersection

Int Delay, s/veh 5.5

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 8                                                                                 | 58   | 32                                                                                | 7    | 61   | 24                                                                                |
| Future Vol, veh/h        | 8                                                                                 | 58   | 32                                                                                | 7    | 61   | 24                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 84                                                                                | 84   | 84                                                                                | 84   | 84   | 84                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3    | 0                                                                                 | 0    | 2    | 0                                                                                 |
| Mvmt Flow                | 10                                                                                | 69   | 38                                                                                | 8    | 73   | 29                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 217    | 42     | 0      |
| Stage 1              | 42     | -      | -      |
| Stage 2              | 175    | -      | -      |
| Critical Hdwy        | 6.4    | 6.23   | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.327  | -      |
| Pot Cap-1 Maneuver   | 776    | 1026   | -      |
| Stage 1              | 986    | -      | -      |
| Stage 2              | 860    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 740    | 1026   | -      |
| Mov Cap-2 Maneuver   | 740    | -      | -      |
| Stage 1              | 986    | -      | -      |
| Stage 2              | 820    | -      | -      |

| Approach             | WB | NB | SB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9  | 0  | 5.3 |
| HCM LOS              | A  |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL  | SBT   |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h)      | -   | -        | 980  | 1562  |
| HCM Lane V/C Ratio    | -   | -        | 0.08 | 0.046 |
| HCM Control Delay (s) | -   | -        | 9    | 7.4   |
| HCM Lane LOS          | -   | -        | A    | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.3  | 0.1   |

| Intersection             |        |       |      |        |       |      |        |       |       |        |      |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|------|-------|
| Int Delay, s/veh         | 6.8    |       |      |        |       |      |        |       |       |        |      |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕    |       |
| Traffic Vol, veh/h       | 21     | 141   | 1    | 6      | 195   | 36   | 0      | 58    | 4     | 91     | 51   | 26    |
| Future Vol, veh/h        | 21     | 141   | 1    | 6      | 195   | 36   | 0      | 58    | 4     | 91     | 51   | 26    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None  | -      | -    | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -     | -      | -    | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 4    | -     |
| Peak Hour Factor         | 90     | 90    | 90   | 90     | 90    | 90   | 90     | 90    | 90    | 90     | 90   | 90    |
| Heavy Vehicles, %        | 0      | 1     | 0    | 17     | 2     | 0    | 0      | 0     | 25    | 1      | 0    | 4     |
| Mvmt Flow                | 23     | 157   | 1    | 7      | 217   | 40   | 0      | 64    | 4     | 101    | 57   | 29    |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |       |
| Conflicting Flow All     | 257    | 0     | 0    | 158    | 0     | 0    | 498    | 475   | 158   | 489    | 455  | 237   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 204    | 204   | -     | 251    | 251  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 294    | 271   | -     | 238    | 204  | -     |
| Critical Hdwy            | 4.1    | -     | -    | 4.27   | -     | -    | 7.1    | 6.5   | 6.45  | 7.91   | 7.3  | 6.64  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.91   | 6.3  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.91   | 6.3  | -     |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.353  | -     | -    | 3.5    | 4     | 3.525 | 3.509  | 4    | 3.336 |
| Pot Cap-1 Maneuver       | 1320   | -     | -    | 1335   | -     | -    | 486    | 491   | 831   | 440    | 456  | 776   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 803    | 737   | -     | 714    | 665  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 719    | 689   | -     | 728    | 704  | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |      |       |
| Mov Cap-1 Maneuver       | 1320   | -     | -    | 1335   | -     | -    | 415    | 479   | 831   | 385    | 445  | 776   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 415    | 479   | -     | 385    | 445  | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 788    | 723   | -     | 700    | 661  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 629    | 685   | -     | 647    | 691  | -     |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |      |       |
| HCM Control Delay, s     | 1      |       |      | 0.2    |       |      | 13.5   |       |       | 19.2   |      |       |
| HCM LOS                  |        |       |      |        |       |      | B      |       |       | C      |      |       |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |       |
| Capacity (veh/h)         | 492    | 1320  | -    | -      | 1335  | -    | -      | 437   |       |        |      |       |
| HCM Lane V/C Ratio       | 0.14   | 0.018 | -    | -      | 0.005 | -    | -      | 0.427 |       |        |      |       |
| HCM Control Delay (s)    | 13.5   | 7.8   | 0    | -      | 7.7   | 0    | -      | 19.2  |       |        |      |       |
| HCM Lane LOS             | B      | A     | A    | -      | A     | A    | -      | C     |       |        |      |       |
| HCM 95th %tile Q(veh)    | 0.5    | 0.1   | -    | -      | 0     | -    | -      | 2.1   |       |        |      |       |

HCM 6th Signalized Intersection Summary  
120;296; Craigville Logistics Warehouse

50: NYS Route 208 & Museum Village Rd  
Build\_SAT Midday Peak Hour



| Movement                     | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Configurations          |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 102                                                                               | 166                                                                               | 227                                                                               | 449                                                                               | 600                                                                               | 88                                                                                |
| Future Volume (veh/h)        | 102                                                                               | 166                                                                               | 227                                                                               | 449                                                                               | 600                                                                               | 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       | 1832                                                                              | 1876                                                                              | 1876                                                                              | 1862                                                                              | 2042                                                                              | 2012                                                                              |
| Adj Flow Rate, veh/h         | 106                                                                               | 173                                                                               | 236                                                                               | 468                                                                               | 625                                                                               | 92                                                                                |
| Peak Hour Factor             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 1                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 218                                                                               | 297                                                                               | 574                                                                               | 1469                                                                              | 1398                                                                              | 1168                                                                              |
| Arrive On Green              | 0.13                                                                              | 0.13                                                                              | 0.06                                                                              | 0.79                                                                              | 0.68                                                                              | 0.68                                                                              |
| Sat Flow, veh/h              | 1745                                                                              | 1590                                                                              | 1787                                                                              | 1862                                                                              | 2042                                                                              | 1705                                                                              |
| Grp Volume(v), veh/h         | 106                                                                               | 173                                                                               | 236                                                                               | 468                                                                               | 625                                                                               | 92                                                                                |
| Grp Sat Flow(s),veh/h/ln     | 1745                                                                              | 1590                                                                              | 1787                                                                              | 1862                                                                              | 2042                                                                              | 1705                                                                              |
| Q Serve(g_s), s              | 6.6                                                                               | 11.6                                                                              | 4.2                                                                               | 8.3                                                                               | 16.2                                                                              | 2.1                                                                               |
| Cycle Q Clear(g_c), s        | 6.6                                                                               | 11.6                                                                              | 4.2                                                                               | 8.3                                                                               | 16.2                                                                              | 2.1                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 218                                                                               | 297                                                                               | 574                                                                               | 1469                                                                              | 1398                                                                              | 1168                                                                              |
| V/C Ratio(X)                 | 0.49                                                                              | 0.58                                                                              | 0.41                                                                              | 0.32                                                                              | 0.45                                                                              | 0.08                                                                              |
| Avail Cap(c_a), veh/h        | 718                                                                               | 753                                                                               | 924                                                                               | 1469                                                                              | 1398                                                                              | 1168                                                                              |
| 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     | 47.5                                                                              | 43.3                                                                              | 5.9                                                                               | 3.5                                                                               | 8.4                                                                               | 6.1                                                                               |
| Incr Delay (d2), s/veh       | 0.6                                                                               | 0.7                                                                               | 0.5                                                                               | 0.6                                                                               | 1.0                                                                               | 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     | 2.9                                                                               | 10.2                                                                              | 1.1                                                                               | 2.0                                                                               | 6.0                                                                               | 0.6                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 48.1                                                                              | 43.9                                                                              | 6.3                                                                               | 4.0                                                                               | 9.4                                                                               | 6.3                                                                               |
| LnGrp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 279                                                                               |                                                                                   |                                                                                   | 704                                                                               | 717                                                                               |                                                                                   |
| Approach Delay, s/veh        | 45.5                                                                              |                                                                                   |                                                                                   | 4.8                                                                               | 9.0                                                                               |                                                                                   |
| Approach LOS                 | D                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |
| Phs Duration (G+Y+Rc), s     | 97.0                                                                              |                                                                                   |                                                                                   | 19.6                                                                              | 12.2                                                                              | 84.8                                                                              |
| 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+l1), s | 10.3                                                                              |                                                                                   |                                                                                   | 13.6                                                                              | 6.2                                                                               | 18.2                                                                              |
| Green Ext Time (p_c), s      | 1.3                                                                               |                                                                                   |                                                                                   | 1.0                                                                               | 1.0                                                                               | 2.0                                                                               |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 13.3                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.9                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 8                                                                                 | 14    | 42                                                                                | 30                                                                                | 4    |
| Future Vol, veh/h        | 2                                                                                 | 8                                                                                 | 14    | 42                                                                                | 30                                                                                | 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           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 2                                                                                 | 9                                                                                 | 15    | 46                                                                                | 33                                                                                | 4    |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 111                                                                               | 35                                                                                | 37    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 35                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 76                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2                                                                               | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3                                                                               | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 891                                                                               | 1044                                                                              | 1587  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 993                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 952                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 882                                                                               | 1044                                                                              | 1587  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 882                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 983                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 952                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.6                                                                               | 1.8                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1587                                                                              | -                                                                                 | 882   | 1044                                                                              | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.01                                                                              | -                                                                                 | 0.002 | 0.008                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.3                                                                               | 0                                                                                 | 9.1   | 8.5                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | A     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -                                                                                 | 0     | 0                                                                                 | -                                                                                 | -    |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.4                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 79                                                                                | 7      | 0    | 97                                                                                | 72                                                                                | 0    |
| Future Vol, veh/h        | 79                                                                                | 7      | 0    | 97                                                                                | 72                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 90                                                                                | 90     | 90   | 90                                                                                | 90                                                                                | 90   |
| Heavy Vehicles, %        | 4                                                                                 | 14     | 0    | 4                                                                                 | 12                                                                                | 0    |
| Mvmt Flow                | 88                                                                                | 8      | 0    | 108                                                                               | 80                                                                                | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 188                                                                               | 80     | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 80                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 108                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.44                                                                              | 6.34   | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.44                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.44                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.536                                                                             | 3.426  | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 797                                                                               | 948    | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 938                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 911                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 797                                                                               | 948    | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 797                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 938                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 911                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10.1                                                                              | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 807                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.118                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 10.1                                                                            |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - B                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.4                                                                             |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2.8    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 48     | 121                                                                               | 175                                                                               | 49     | 45                                                                                | 34    |
| Future Vol, veh/h        | 48     | 121                                                                               | 175                                                                               | 49     | 45                                                                                | 34    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 91     | 91                                                                                | 91                                                                                | 91     | 91                                                                                | 91    |
| Heavy Vehicles, %        | 3      | 5                                                                                 | 7                                                                                 | 5      | 5                                                                                 | 21    |
| Mvmt Flow                | 53     | 133                                                                               | 192                                                                               | 54     | 49                                                                                | 37    |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 246    | 0                                                                                 | -                                                                                 | 0      | 458                                                                               | 219   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 219                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 239                                                                               | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -                                                                                 | -      | 6.45                                                                              | 6.41  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.45                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.45                                                                              | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -                                                                                 | -      | 3.545                                                                             | 3.489 |
| Pot Cap-1 Maneuver       | 1314   | -                                                                                 | -                                                                                 | -      | 555                                                                               | 775   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 810                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 794                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1314   | -                                                                                 | -                                                                                 | -      | 531                                                                               | 775   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 531                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 774                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 794                                                                               | -     |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 2.2    | 0                                                                                 |                                                                                   | 11.8   |                                                                                   |       |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1314   | -                                                                                 | -                                                                                 | -      | 614                                                                               |       |
| HCM Lane V/C Ratio       | 0.04   | -                                                                                 | -                                                                                 | -      | 0.141                                                                             |       |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 11.8                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.5                                                                               |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↱    |      |      |      |      |
| Traffic Vol, veh/h       | 244  | 169  | 0    | 0    | 194  | 10   | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 244  | 169  | 0    | 0    | 194  | 10   | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 8    | 4    | 0    | 0    | 9    | 36   | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 271  | 188  | 0    | 0    | 216  | 11   | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 227    | 0      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.18   | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.272  | -      | -      |
| Pot Cap-1 Maneuver   | 1307   | -      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1307   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

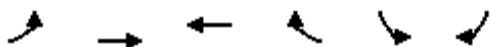
| Approach             | EB | WB | NE |
|----------------------|----|----|----|
| HCM Control Delay, s | 5  | 0  | 0  |
| HCM LOS              |    |    | A  |

| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1307  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.207 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 8.5   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.8   | -   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
2029 ETC+5\_AM Peak Hour



| Movement                          | EBL  | EBT  | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰    | ↰     |      | ↰                         | ↰    |
| Traffic Volume (vph)              | 15   | 404  | 195   | 0    | 15                        | 182  |
| Future Volume (vph)               | 15   | 404  | 195   | 0    | 15                        | 182  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0  | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00 | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00 | 1.00  |      | 0.88                      |      |
| Flt Protected                     |      | 1.00 | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1781 | 1759  |      | 1504                      |      |
| Flt Permitted                     |      | 0.99 | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1760 | 1759  |      | 1504                      |      |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 17   | 464  | 224   | 0    | 17                        | 209  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0    | 157                       | 0    |
| Lane Group Flow (vph)             | 0    | 481  | 224   | 0    | 69                        | 0    |
| Heavy Vehicles (%)                | 20%  | 6%   | 8%    | 0%   | 0%                        | 11%  |
| Turn Type                         | Perm | NA   | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2  | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |      |       |      |                           |      |
| Actuated Green, G (s)             |      | 84.1 | 38.9  |      | 31.3                      |      |
| Effective Green, g (s)            |      | 84.1 | 38.9  |      | 31.3                      |      |
| Actuated g/C Ratio                |      | 0.67 | 0.31  |      | 0.25                      |      |
| Clearance Time (s)                |      |      | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |      | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1180 | 545   |      | 375                       |      |
| v/s Ratio Prot                    |      |      | 0.13  |      | 0.05                      |      |
| v/s Ratio Perm                    |      | 0.27 |       |      |                           |      |
| v/c Ratio                         |      | 0.41 | 0.41  |      | 0.18                      |      |
| Uniform Delay, d1                 |      | 9.4  | 34.2  |      | 37.0                      |      |
| Progression Factor                |      | 0.12 | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.6  | 1.4   |      | 0.2                       |      |
| Delay (s)                         |      | 1.7  | 35.6  |      | 37.2                      |      |
| Level of Service                  |      | A    | D     |      | D                         |      |
| Approach Delay (s)                |      | 1.7  | 35.6  |      | 37.2                      |      |
| Approach LOS                      |      | A    | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 18.5  |      | HCM 2000 Level of Service | B    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.36  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 125.4 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 53.8% |      | ICU Level of Service      | A    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_AM Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 237  | 339  | 163   | 214  | 387                       | 182  |
| Future Volume (vph)               | 237  | 339  | 163   | 214  | 387                       | 182  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1776 | 1524 |       | 1702 | 1719                      | 1524 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.74 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1776 | 1524 |       | 1280 | 1719                      | 1524 |
| Peak-hour factor, PHF             | 0.87 | 0.87 | 0.87  | 0.87 | 0.87                      | 0.87 |
| Adj. Flow (vph)                   | 272  | 390  | 187   | 246  | 445                       | 209  |
| RTOR Reduction (vph)              | 0    | 269  | 0     | 0    | 0                         | 36   |
| Lane Group Flow (vph)             | 272  | 121  | 0     | 433  | 445                       | 173  |
| Heavy Vehicles (%)                | 7%   | 6%   | 11%   | 8%   | 5%                        | 6%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 38.9 | 38.9 |       | 75.2 | 40.2                      | 40.2 |
| Effective Green, g (s)            | 38.9 | 38.9 |       | 75.2 | 40.2                      | 40.2 |
| Actuated g/C Ratio                | 0.31 | 0.31 |       | 0.60 | 0.32                      | 0.32 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 550  | 472  |       | 767  | 551                       | 488  |
| v/s Ratio Prot                    | 0.15 |      |       |      | 0.26                      |      |
| v/s Ratio Perm                    |      | 0.08 |       | 0.34 |                           | 0.11 |
| v/c Ratio                         | 0.49 | 0.26 |       | 0.56 | 0.81                      | 0.35 |
| Uniform Delay, d1                 | 35.2 | 32.4 |       | 15.2 | 39.1                      | 32.7 |
| Progression Factor                | 1.00 | 1.00 |       | 0.49 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 2.0  | 0.8  |       | 1.9  | 12.0                      | 2.0  |
| Delay (s)                         | 37.2 | 33.2 |       | 9.4  | 51.1                      | 34.7 |
| Level of Service                  | D    | C    |       | A    | D                         | C    |
| Approach Delay (s)                | 34.9 |      |       | 9.4  | 45.8                      |      |
| Approach LOS                      | C    |      |       | A    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 32.7  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.68  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 125.4 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 66.7% |      | ICU Level of Service      | C    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Summary 6: NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |      |  |  |      |  |  |  |  |  |      |
| Traffic Volume (veh/h)       | 65                                                                                | 196                                                                               | 140  | 391                                                                               | 200                                                                               | 10   | 104                                                                               | 135                                                                               | 334                                                                               | 48                                                                                | 220                                                                               | 83   |
| Future Volume (veh/h)        | 65                                                                                | 196                                                                               | 140  | 391                                                                               | 200                                                                               | 10   | 104                                                                               | 135                                                                               | 334                                                                               | 48                                                                                | 220                                                                               | 83   |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99 | 1.00                                                                              |                                                                                   | 0.99 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |      | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1767                                                                              | 1841                                                                              | 1781 | 1826                                                                              | 1796                                                                              | 1604 | 1811                                                                              | 1856                                                                              | 1811                                                                              | 1767                                                                              | 1767                                                                              | 1737 |
| Adj Flow Rate, veh/h         | 68                                                                                | 206                                                                               | 147  | 412                                                                               | 211                                                                               | 11   | 109                                                                               | 142                                                                               | 352                                                                               | 51                                                                                | 232                                                                               | 87   |
| 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, %         | 9                                                                                 | 4                                                                                 | 8    | 5                                                                                 | 7                                                                                 | 20   | 6                                                                                 | 3                                                                                 | 6                                                                                 | 9                                                                                 | 9                                                                                 | 11   |
| Cap, veh/h                   | 85                                                                                | 359                                                                               | 243  | 552                                                                               | 497                                                                               | 26   | 140                                                                               | 523                                                                               | 433                                                                               | 62                                                                                | 291                                                                               | 109  |
| Arrive On Green              | 0.05                                                                              | 0.18                                                                              | 0.18 | 0.16                                                                              | 0.29                                                                              | 0.29 | 0.08                                                                              | 0.28                                                                              | 0.28                                                                              | 0.04                                                                              | 0.24                                                                              | 0.24 |
| Sat Flow, veh/h              | 1682                                                                              | 1986                                                                              | 1347 | 3374                                                                              | 1691                                                                              | 88   | 1725                                                                              | 1856                                                                              | 1535                                                                              | 1682                                                                              | 1225                                                                              | 459  |
| Grp Volume(v), veh/h         | 68                                                                                | 180                                                                               | 173  | 412                                                                               | 0                                                                                 | 222  | 109                                                                               | 142                                                                               | 352                                                                               | 51                                                                                | 0                                                                                 | 319  |
| Grp Sat Flow(s),veh/h/ln     | 1682                                                                              | 1749                                                                              | 1585 | 1687                                                                              | 0                                                                                 | 1779 | 1725                                                                              | 1856                                                                              | 1535                                                                              | 1682                                                                              | 0                                                                                 | 1684 |
| Q Serve(g_s), s              | 2.4                                                                               | 5.6                                                                               | 6.0  | 6.9                                                                               | 0.0                                                                               | 6.0  | 3.7                                                                               | 3.5                                                                               | 12.7                                                                              | 1.8                                                                               | 0.0                                                                               | 10.6 |
| Cycle Q Clear(g_c), s        | 2.4                                                                               | 5.6                                                                               | 6.0  | 6.9                                                                               | 0.0                                                                               | 6.0  | 3.7                                                                               | 3.5                                                                               | 12.7                                                                              | 1.8                                                                               | 0.0                                                                               | 10.6 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.85 | 1.00                                                                              |                                                                                   | 0.05 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.27 |
| Lane Grp Cap(c), veh/h       | 85                                                                                | 316                                                                               | 286  | 552                                                                               | 0                                                                                 | 522  | 140                                                                               | 523                                                                               | 433                                                                               | 62                                                                                | 0                                                                                 | 400  |
| V/C Ratio(X)                 | 0.80                                                                              | 0.57                                                                              | 0.60 | 0.75                                                                              | 0.00                                                                              | 0.42 | 0.78                                                                              | 0.27                                                                              | 0.81                                                                              | 0.83                                                                              | 0.00                                                                              | 0.80 |
| Avail Cap(c_a), veh/h        | 425                                                                               | 737                                                                               | 668  | 853                                                                               | 0                                                                                 | 1200 | 291                                                                               | 782                                                                               | 647                                                                               | 284                                                                               | 0                                                                                 | 710  |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00 | 1.00                                                                              | 0.00                                                                              | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00 |
| Uniform Delay (d), s/veh     | 27.9                                                                              | 22.2                                                                              | 22.4 | 23.6                                                                              | 0.0                                                                               | 16.9 | 26.7                                                                              | 16.6                                                                              | 19.8                                                                              | 28.4                                                                              | 0.0                                                                               | 21.3 |
| Incr Delay (d2), s/veh       | 15.5                                                                              | 1.6                                                                               | 2.0  | 2.0                                                                               | 0.0                                                                               | 0.5  | 9.1                                                                               | 0.3                                                                               | 4.9                                                                               | 23.3                                                                              | 0.0                                                                               | 3.7  |
| 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     | 1.2                                                                               | 2.2                                                                               | 2.1  | 2.6                                                                               | 0.0                                                                               | 2.2  | 1.7                                                                               | 1.3                                                                               | 4.7                                                                               | 1.1                                                                               | 0.0                                                                               | 4.2  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| LnGrp Delay(d),s/veh         | 43.3                                                                              | 23.8                                                                              | 24.4 | 25.7                                                                              | 0.0                                                                               | 17.5 | 35.8                                                                              | 16.8                                                                              | 24.7                                                                              | 51.7                                                                              | 0.0                                                                               | 24.9 |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C    | C                                                                                 | A                                                                                 | B    | D                                                                                 | B                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | C    |
| Approach Vol, veh/h          | 421                                                                               |                                                                                   |      | 634                                                                               |                                                                                   |      | 603                                                                               |                                                                                   |                                                                                   | 370                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 27.2                                                                              |                                                                                   |      | 22.8                                                                              |                                                                                   |      | 24.9                                                                              |                                                                                   |                                                                                   | 28.6                                                                              |                                                                                   |      |
| Approach LOS                 | C                                                                                 |                                                                                   |      | C                                                                                 |                                                                                   |      | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3    | 4                                                                                 | 5                                                                                 | 6    | 7                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 8.0                                                                               | 22.4                                                                              | 7.2  | 21.7                                                                              | 14.7                                                                              | 15.7 | 9.8                                                                               | 19.1                                                                              |                                                                                   |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0  | 5.0                                                                               | 5.0                                                                               | 5.0  | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 15.0                                                                              | 40.0                                                                              | 10.0 | 25.0                                                                              | 15.0                                                                              | 25.0 | 10.0                                                                              | 25.0                                                                              |                                                                                   |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I), s  | 14.4                                                                              | 8.0                                                                               | 3.8  | 14.7                                                                              | 8.9                                                                               | 8.0  | 5.7                                                                               | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.1                                                                               | 1.2                                                                               | 0.0  | 1.5                                                                               | 0.8                                                                               | 1.8  | 0.1                                                                               | 1.5                                                                               |                                                                                   |                                                                                   |                                                                                   |      |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.4 |
| HCM 6th LOS        | C    |

# HCM 6th Signalized Intersection Summary 120-269; Craigville Logistics Warehouse

2029 ETC+5\_AM Peak Hour



| Movement                     | EBL  | EBT | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|-----|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      |     |     |      | ↕    | ↕    | ↕    | ↕    |      |      | ↕↕   |      |
| Traffic Volume (veh/h)       | 0    | 0   | 0   | 161  | 0    | 60   | 127  | 513  | 0    | 0    | 307  | 445  |
| Future Volume (veh/h)        | 0    | 0   | 0   | 161  | 0    | 60   | 127  | 513  | 0    | 0    | 307  | 445  |
| Initial Q (Qb), veh          |      |     |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      |     |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      |     |     | No   |      |      | No   |      |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       |      |     |     | 1693 | 1900 | 1826 | 1752 | 1826 | 0    | 0    | 1767 | 1826 |
| Adj Flow Rate, veh/h         |      |     |     | 179  | 0    | 67   | 141  | 570  | 0    | 0    | 341  | 494  |
| Peak Hour Factor             |      |     |     | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         |      |     |     | 14   | 0    | 5    | 10   | 5    | 0    | 0    | 9    | 5    |
| Cap, veh/h                   |      |     |     | 273  | 0    | 234  | 401  | 1150 | 0    | 0    | 720  | 642  |
| Arrive On Green              |      |     |     | 0.15 | 0.00 | 0.15 | 0.09 | 0.63 | 0.00 | 0.00 | 0.43 | 0.43 |
| Sat Flow, veh/h              |      |     |     | 1810 | 0    | 1547 | 1668 | 1826 | 0    | 0    | 1767 | 1497 |
| Grp Volume(v), veh/h         |      |     |     | 179  | 0    | 67   | 141  | 570  | 0    | 0    | 341  | 494  |
| Grp Sat Flow(s),veh/h/ln     |      |     |     | 1810 | 0    | 1547 | 1668 | 1826 | 0    | 0    | 1678 | 1497 |
| Q Serve(g_s), s              |      |     |     | 4.2  | 0.0  | 1.8  | 1.8  | 7.7  | 0.0  | 0.0  | 6.6  | 12.8 |
| Cycle Q Clear(g_c), s        |      |     |     | 4.2  | 0.0  | 1.8  | 1.8  | 7.7  | 0.0  | 0.0  | 6.6  | 12.8 |
| Prop In Lane                 |      |     |     | 1.00 |      | 1.00 | 1.00 |      | 0.00 | 0.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       |      |     |     | 273  | 0    | 234  | 401  | 1150 | 0    | 0    | 720  | 642  |
| V/C Ratio(X)                 |      |     |     | 0.66 | 0.00 | 0.29 | 0.35 | 0.50 | 0.00 | 0.00 | 0.47 | 0.77 |
| Avail Cap(c_a), veh/h        |      |     |     | 794  | 0    | 679  | 982  | 1202 | 0    | 0    | 1105 | 986  |
| HCM Platoon Ratio            |      |     |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           |      |     |     | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     |      |     |     | 18.2 | 0.0  | 17.2 | 7.9  | 4.5  | 0.0  | 0.0  | 9.3  | 11.1 |
| Incr Delay (d2), s/veh       |      |     |     | 2.7  | 0.0  | 0.7  | 0.5  | 0.3  | 0.0  | 0.0  | 0.5  | 2.0  |
| Initial Q Delay(d3),s/veh    |      |     |     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     |      |     |     | 1.7  | 0.0  | 1.6  | 0.4  | 1.2  | 0.0  | 0.0  | 1.8  | 3.2  |
| Unsig. Movement Delay, s/veh |      |     |     |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         |      |     |     | 20.9 | 0.0  | 17.8 | 8.4  | 4.9  | 0.0  | 0.0  | 9.8  | 13.1 |
| LnGrp LOS                    |      |     |     | C    | A    | B    | A    | A    | A    | A    | A    | B    |
| Approach Vol, veh/h          |      |     |     | 246  |      |      | 711  |      |      |      | 835  |      |
| Approach Delay, s/veh        |      |     |     | 20.1 |      |      | 5.6  |      |      |      | 11.7 |      |
| Approach LOS                 |      |     |     | C    |      |      | A    |      |      |      | B    |      |
| Timer - Assigned Phs         | 2    |     |     | 4    | 5    | 6    |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 33.7 |     |     | 11.9 | 9.1  | 24.6 |      |      |      |      |      |      |
| Change Period (Y+Rc), s      | 5.0  |     |     | 5.0  | 5.0  | 5.0  |      |      |      |      |      |      |
| Max Green Setting (Gmax), s  | 30.0 |     |     | 20.0 | 20.0 | 30.0 |      |      |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 9.7  |     |     | 6.2  | 3.8  | 14.8 |      |      |      |      |      |      |
| Green Ext Time (p_c), s      | 3.4  |     |     | 1.0  | 0.3  | 4.7  |      |      |      |      |      |      |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.4 |
| HCM 6th LOS        | B    |

# HCM 6th Signalized Intersection Summary - Route 94 & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse

2029 ETC+5\_AM Peak Hour



| Movement                     | EBL                                                                               | EBT                                                                               | EBR  | WBL | WBT  | WBR | NBL  | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----|------|-----|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations          |  |  |      |     |      |     |      |  |  |  |  |      |
| Traffic Volume (veh/h)       | 328                                                                               | 1                                                                                 | 210  | 0   | 0    | 0   | 0    | 310                                                                               | 346                                                                               | 138                                                                               | 330                                                                               | 0    |
| Future Volume (veh/h)        | 328                                                                               | 1                                                                                 | 210  | 0   | 0    | 0   | 0    | 310                                                                               | 346                                                                               | 138                                                                               | 330                                                                               | 0    |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0    |     |      |     | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00 |     |      |     | 1.00 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00 |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00 |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Work Zone On Approach        | No                                                                                |                                                                                   |      |     |      |     | No   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |      |
| Adj Sat Flow, veh/h/ln       | 1811                                                                              | 1870                                                                              | 1737 |     |      |     | 0    | 1796                                                                              | 1767                                                                              | 1796                                                                              | 1722                                                                              | 0    |
| Adj Flow Rate, veh/h         | 364                                                                               | 1                                                                                 | 233  |     |      |     | 0    | 344                                                                               | 384                                                                               | 153                                                                               | 367                                                                               | 0    |
| Peak Hour Factor             | 0.90                                                                              | 0.90                                                                              | 0.90 |     |      |     | 0.90 | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90 |
| Percent Heavy Veh, %         | 6                                                                                 | 2                                                                                 | 11   |     |      |     | 0    | 7                                                                                 | 9                                                                                 | 7                                                                                 | 12                                                                                | 0    |
| Cap, veh/h                   | 482                                                                               | 2                                                                                 | 442  |     |      |     | 0    | 593                                                                               | 494                                                                               | 427                                                                               | 904                                                                               | 0    |
| Arrive On Green              | 0.28                                                                              | 0.28                                                                              | 0.28 |     |      |     | 0.00 | 0.33                                                                              | 0.33                                                                              | 0.10                                                                              | 0.53                                                                              | 0.00 |
| Sat Flow, veh/h              | 1725                                                                              | 7                                                                                 | 1579 |     |      |     | 0    | 1796                                                                              | 1497                                                                              | 1711                                                                              | 1722                                                                              | 0    |
| Grp Volume(v), veh/h         | 364                                                                               | 0                                                                                 | 234  |     |      |     | 0    | 344                                                                               | 384                                                                               | 153                                                                               | 367                                                                               | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 0                                                                                 | 1586 |     |      |     | 0    | 1796                                                                              | 1497                                                                              | 1711                                                                              | 1722                                                                              | 0    |
| Q Serve(g_s), s              | 9.9                                                                               | 0.0                                                                               | 6.4  |     |      |     | 0.0  | 8.1                                                                               | 11.8                                                                              | 2.7                                                                               | 6.6                                                                               | 0.0  |
| Cycle Q Clear(g_c), s        | 9.9                                                                               | 0.0                                                                               | 6.4  |     |      |     | 0.0  | 8.1                                                                               | 11.8                                                                              | 2.7                                                                               | 6.6                                                                               | 0.0  |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00 |     |      |     | 0.00 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00 |
| Lane Grp Cap(c), veh/h       | 482                                                                               | 0                                                                                 | 444  |     |      |     | 0    | 593                                                                               | 494                                                                               | 427                                                                               | 904                                                                               | 0    |
| V/C Ratio(X)                 | 0.75                                                                              | 0.00                                                                              | 0.53 |     |      |     | 0.00 | 0.58                                                                              | 0.78                                                                              | 0.36                                                                              | 0.41                                                                              | 0.00 |
| Avail Cap(c_a), veh/h        | 1010                                                                              | 0                                                                                 | 929  |     |      |     | 0    | 1052                                                                              | 877                                                                               | 928                                                                               | 1008                                                                              | 0    |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00 |     |      |     | 1.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00 |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 1.00 |     |      |     | 0.00 | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00 |
| Uniform Delay (d), s/veh     | 16.8                                                                              | 0.0                                                                               | 15.6 |     |      |     | 0.0  | 14.2                                                                              | 15.5                                                                              | 9.3                                                                               | 7.3                                                                               | 0.0  |
| Incr Delay (d2), s/veh       | 2.4                                                                               | 0.0                                                                               | 1.0  |     |      |     | 0.0  | 0.9                                                                               | 2.7                                                                               | 0.5                                                                               | 0.3                                                                               | 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  |
| %ile BackOfQ(50%),veh/ln     | 8.6                                                                               | 0.0                                                                               | 2.1  |     |      |     | 0.0  | 2.8                                                                               | 3.6                                                                               | 0.8                                                                               | 1.7                                                                               | 0.0  |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |      |     |      |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| LnGrp Delay(d),s/veh         | 19.3                                                                              | 0.0                                                                               | 16.6 |     |      |     | 0.0  | 15.1                                                                              | 18.2                                                                              | 9.8                                                                               | 7.6                                                                               | 0.0  |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | B    |     |      |     | A    | B                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | A    |
| Approach Vol, veh/h          | 598                                                                               |                                                                                   |      |     |      |     | 728  |                                                                                   |                                                                                   | 520                                                                               |                                                                                   |      |
| Approach Delay, s/veh        | 18.2                                                                              |                                                                                   |      |     |      |     | 16.7 |                                                                                   |                                                                                   | 8.3                                                                               |                                                                                   |      |
| Approach LOS                 | B                                                                                 |                                                                                   |      |     |      |     | B    |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |      |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 4    |     | 6    |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Phs Duration (G+Y+Rc), s     | 10.0                                                                              | 21.9                                                                              | 19.3 |     | 31.9 |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Change Period (Y+Rc), s      | 5.0                                                                               | 5.0                                                                               | 5.0  |     | 5.0  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Max Green Setting (Gmax), s  | 20.0                                                                              | 30.0                                                                              | 30.0 |     | 30.0 |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Max Q Clear Time (g_c+I), s  | 14.7                                                                              | 13.8                                                                              | 11.9 |     | 8.6  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |
| Green Ext Time (p_c), s      | 0.3                                                                               | 3.1                                                                               | 2.5  |     | 2.0  |     |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 14.8 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |          |                                                                                   |       |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.5                                                                               |          |                                                                                   |       |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |       |       |  |
| Traffic Vol, veh/h       | 15                                                                                | 46       | 34                                                                                | 27    | 152   | 51                                                                                |
| Future Vol, veh/h        | 15                                                                                | 46       | 34                                                                                | 27    | 152   | 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, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82    | 82    | 82                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 11       | 17                                                                                | 4     | 7     | 9                                                                                 |
| Mvmt Flow                | 18                                                                                | 56       | 41                                                                                | 33    | 185   | 62                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |       |                                                                                   |
| Conflicting Flow All     | 490                                                                               | 58       | 0                                                                                 | 0     | 74    | 0                                                                                 |
| Stage 1                  | 58                                                                                | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 432                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.31     | -                                                                                 | -     | 4.17  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.399    | -                                                                                 | -     | 2.263 | -                                                                                 |
| Pot Cap-1 Maneuver       | 536                                                                               | 983      | -                                                                                 | -     | 1494  | -                                                                                 |
| Stage 1                  | 962                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 652                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 467                                                                               | 983      | -                                                                                 | -     | 1494  | -                                                                                 |
| Mov Cap-2 Maneuver       | 467                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 1                  | 962                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 569                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB    |       |                                                                                   |
| HCM Control Delay, s     | 10.2                                                                              | 0        |                                                                                   | 5.8   |       |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |       |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 773                                                                               | 1494  | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.096                                                                             | 0.124 | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 10.2                                                                              | 7.8   | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A     | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.3                                                                               | 0.4   | -     |                                                                                   |

| Intersection             |        |       |      |        |       |      |        |       |      |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|-------|-------|
| Int Delay, s/veh         | 8.6    |       |      |        |       |      |        |       |      |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |      |        | ↕     |       |
| Traffic Vol, veh/h       | 37     | 159   | 1    | 10     | 207   | 30   | 0      | 86    | 9    | 91     | 23    | 56    |
| Future Vol, veh/h        | 37     | 159   | 1    | 10     | 207   | 30   | 0      | 86    | 9    | 91     | 23    | 56    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -     | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 4     | -     |
| Peak Hour Factor         | 88     | 88    | 88   | 88     | 88    | 88   | 88     | 88    | 88   | 88     | 88    | 88    |
| Heavy Vehicles, %        | 7      | 8     | 0    | 0      | 6     | 0    | 0      | 4     | 0    | 6      | 4     | 5     |
| Mvmt Flow                | 42     | 181   | 1    | 11     | 235   | 34   | 0      | 98    | 10   | 103    | 26    | 64    |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |       |       |
| Conflicting Flow All     | 269    | 0     | 0    | 182    | 0     | 0    | 585    | 557   | 182  | 594    | 540   | 252   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 266    | 266   | -    | 274    | 274   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 319    | 291   | -    | 320    | 266   | -     |
| Critical Hdwy            | 4.17   | -     | -    | 4.1    | -     | -    | 7.1    | 6.54  | 6.2  | 7.96   | 7.34  | 6.65  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.54  | -    | 6.96   | 6.34  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.54  | -    | 6.96   | 6.34  | -     |
| Follow-up Hdwy           | 2.263  | -     | -    | 2.2    | -     | -    | 3.5    | 4.036 | 3.3  | 3.554  | 4.036 | 3.345 |
| Pot Cap-1 Maneuver       | 1266   | -     | -    | 1405   | -     | -    | 425    | 436   | 866  | 360    | 395   | 758   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 744    | 685   | -    | 681    | 639   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 697    | 668   | -    | 636    | 646   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |       |       |
| Mov Cap-1 Maneuver       | 1266   | -     | -    | 1405   | -     | -    | 356    | 416   | 866  | 282    | 377   | 758   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 356    | 416   | -    | 282    | 377   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 716    | 660   | -    | 656    | 633   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 607    | 662   | -    | 516    | 622   | -     |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |       |       |
| HCM Control Delay, s     | 1.5    |       |      | 0.3    |       |      | 15.9   |       |      | 24.7   |       |       |
| HCM LOS                  |        |       |      |        |       |      | C      |       |      | C      |       |       |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |       |       |
| Capacity (veh/h)         | 438    | 1266  | -    | -      | 1405  | -    | -      | 372   |      |        |       |       |
| HCM Lane V/C Ratio       | 0.246  | 0.033 | -    | -      | 0.008 | -    | -      | 0.519 |      |        |       |       |
| HCM Control Delay (s)    | 15.9   | 7.9   | 0    | -      | 7.6   | 0    | -      | 24.7  |      |        |       |       |
| HCM Lane LOS             | C      | A     | A    | -      | A     | A    | -      | C     |      |        |       |       |
| HCM 95th %tile Q(veh)    | 1      | 0.1   | -    | -      | 0     | -    | -      | 2.9   |      |        |       |       |

HCM 6th Signalized Intersection Summary  
120-269; Craigville Logistics Warehouse

50: NYS Route 208 & Museum Village Rd  
2029 ETC+5\_AM Peak Hour



| Movement                     | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations          | ↰    | ↱    | ↰    | ↱    | ↱    | ↰    |
| Traffic Volume (veh/h)       | 92   | 82   | 191  | 392  | 911  | 136  |
| Future Volume (veh/h)        | 92   | 82   | 191  | 392  | 911  | 136  |
| 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       | 1610 | 1802 | 1862 | 1699 | 1997 | 2012 |
| Adj Flow Rate, veh/h         | 101  | 90   | 210  | 431  | 1001 | 149  |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, %         | 18   | 5    | 1    | 12   | 4    | 3    |
| Cap, veh/h                   | 136  | 217  | 380  | 1394 | 1450 | 1238 |
| Arrive On Green              | 0.09 | 0.09 | 0.05 | 0.82 | 0.73 | 0.73 |
| Sat Flow, veh/h              | 1533 | 1527 | 1773 | 1699 | 1997 | 1705 |
| Grp Volume(v), veh/h         | 101  | 90   | 210  | 431  | 1001 | 149  |
| Grp Sat Flow(s),veh/h/ln     | 1533 | 1527 | 1773 | 1699 | 1997 | 1705 |
| Q Serve(g_s), s              | 7.1  | 5.9  | 3.0  | 6.7  | 30.2 | 2.9  |
| Cycle Q Clear(g_c), s        | 7.1  | 5.9  | 3.0  | 6.7  | 30.2 | 2.9  |
| Prop In Lane                 | 1.00 | 1.00 | 1.00 |      |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 136  | 217  | 380  | 1394 | 1450 | 1238 |
| V/C Ratio(X)                 | 0.74 | 0.42 | 0.55 | 0.31 | 0.69 | 0.12 |
| Avail Cap(c_a), veh/h        | 699  | 778  | 778  | 1394 | 1450 | 1238 |
| 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 | 42.9 | 10.9 | 2.4  | 8.3  | 4.5  |
| Incr Delay (d2), s/veh       | 3.0  | 0.5  | 1.3  | 0.6  | 2.7  | 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     | 2.8  | 0.0  | 2.0  | 1.1  | 9.8  | 0.8  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 51.8 | 43.4 | 12.1 | 2.9  | 11.0 | 4.7  |
| LnGrp LOS                    | D    | D    | B    | A    | B    | A    |
| Approach Vol, veh/h          | 191  |      |      | 641  | 1150 |      |
| Approach Delay, s/veh        | 47.9 |      |      | 6.0  | 10.2 |      |
| Approach LOS                 | D    |      |      | A    | B    |      |
| Timer - Assigned Phs         | 2    |      |      | 4    | 5    | 6    |
| Phs Duration (G+Y+Rc), s     | 95.0 |      |      | 14.7 | 10.4 | 84.6 |
| Change Period (Y+Rc), s      | 5.0  |      |      | 5.0  | 4.5  | 5.0  |
| Max Green Setting (Gmax), s  | 90.0 |      |      | 50.0 | 30.5 | 55.0 |
| Max Q Clear Time (g_c+l1), s | 8.7  |      |      | 9.1  | 5.0  | 32.2 |
| Green Ext Time (p_c), s      | 1.2  |      |      | 0.7  | 0.9  | 4.0  |
| Intersection Summary         |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 12.4 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.2                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 13                                                                                | 57    | 119                                                                               | 54                                                                                | 13   |
| Future Vol, veh/h        | 3                                                                                 | 13                                                                                | 57    | 119                                                                               | 54                                                                                | 13   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None                                                                              | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 19                                                                                | 4     | 7                                                                                 | 8                                                                                 | 0    |
| Mvmt Flow                | 3                                                                                 | 14                                                                                | 62    | 129                                                                               | 59                                                                                | 14   |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 319                                                                               | 66                                                                                | 73    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 66                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 253                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.39                                                                              | 4.14  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.471                                                                             | 2.236 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 678                                                                               | 952                                                                               | 1514  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 962                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 794                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 648                                                                               | 952                                                                               | 1514  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 648                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 920                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 794                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.1                                                                               | 2.4                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1514                                                                              | -                                                                                 | 648   | 952                                                                               | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.041                                                                             | -                                                                                 | 0.005 | 0.015                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.5                                                                               | 0                                                                                 | 10.6  | 8.8                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | B     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | 0     | 0                                                                                 | -                                                                                 | -    |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.8                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 44                                                                                | 7      | 0    | 87                                                                                | 173                                                                               | 0    |
| Future Vol, veh/h        | 44                                                                                | 7      | 0    | 87                                                                                | 173                                                                               | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 87                                                                                | 87     | 87   | 87                                                                                | 87                                                                                | 87   |
| Heavy Vehicles, %        | 13                                                                                | 0      | 0    | 7                                                                                 | 4                                                                                 | 0    |
| Mvmt Flow                | 51                                                                                | 8      | 0    | 100                                                                               | 199                                                                               | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 299                                                                               | 199    | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 199                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 100                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.53                                                                              | 6.2    | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.53                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.53                                                                              | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.617                                                                             | 3.3    | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 670                                                                               | 847    | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 809                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 897                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 670                                                                               | 847    | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 670                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 809                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 897                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10.7                                                                              | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 690                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.085                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 10.7                                                                            |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - B                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.3                                                                             |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 4      |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations      |        |  |  |        |  |       |
| Traffic Vol, veh/h       | 19     | 141                                                                               | 305                                                                               | 68     | 70                                                                                | 112   |
| Future Vol, veh/h        | 19     | 141                                                                               | 305                                                                               | 68     | 70                                                                                | 112   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0     |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop  |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None  |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -     |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90    |
| Heavy Vehicles, %        | 14     | 2                                                                                 | 4                                                                                 | 4      | 1                                                                                 | 6     |
| Mvmt Flow                | 21     | 157                                                                               | 339                                                                               | 76     | 78                                                                                | 124   |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All     | 415    | 0                                                                                 | -                                                                                 | 0      | 576                                                                               | 377   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 377                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 199                                                                               | -     |
| Critical Hdwy            | 4.24   | -                                                                                 | -                                                                                 | -      | 6.41                                                                              | 6.26  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.41                                                                              | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.41                                                                              | -     |
| Follow-up Hdwy           | 2.326  | -                                                                                 | -                                                                                 | -      | 3.509                                                                             | 3.354 |
| Pot Cap-1 Maneuver       | 1082   | -                                                                                 | -                                                                                 | -      | 481                                                                               | 661   |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 696                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 837                                                                               | -     |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver       | 1082   | -                                                                                 | -                                                                                 | -      | 471                                                                               | 661   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 471                                                                               | -     |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 681                                                                               | -     |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 837                                                                               | -     |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s     | 1      | 0                                                                                 |                                                                                   | 14.7   |                                                                                   |       |
| HCM LOS                  | B      |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                          |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)         | 1082   | -                                                                                 | -                                                                                 | -      | 572                                                                               |       |
| HCM Lane V/C Ratio       | 0.02   | -                                                                                 | -                                                                                 | -      | 0.354                                                                             |       |
| HCM Control Delay (s)    | 8.4    | 0                                                                                 | -                                                                                 | -      | 14.7                                                                              |       |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 1.6                                                                               |       |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↔    |      |      | ↔    |      |      | ↑    |      |      |      |      |
| Traffic Vol, veh/h       | 200  | 160  | 0    | 0    | 370  | 47   | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 200  | 160  | 0    | 0    | 370  | 47   | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   | 84   |
| Heavy Vehicles, %        | 3    | 2    | 0    | 0    | 4    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 238  | 190  | 0    | 0    | 440  | 56   | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 496    | 0      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.13   | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.227  | -      | -      |
| Pot Cap-1 Maneuver   | 1063   | -      | 0      |
| Stage 1              | -      | 0      | 0      |
| Stage 2              | -      | 0      | 0      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1063   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

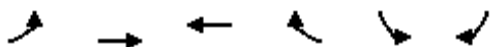
| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 5.2 | 0  | 0  |
| HCM LOS              |     |    | A  |

| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1063  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.224 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 9.4   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.9   | -   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
2029 ETC+5\_PM Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      |       |       |      |                           |      |
| Traffic Volume (vph)              | 31   | 379   | 389   | 0    | 9                         | 360  |
| Future Volume (vph)               | 31   | 379   | 389   | 0    | 9                         | 360  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 1.00  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1821  | 1827  |      | 1542                      |      |
| Flt Permitted                     |      | 0.95  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1734  | 1827  |      | 1542                      |      |
| Peak-hour factor, PHF             | 0.98 | 0.98  | 0.98  | 0.98 | 0.98                      | 0.98 |
| Adj. Flow (vph)                   | 32   | 387   | 397   | 0    | 9                         | 367  |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 258                       | 0    |
| Lane Group Flow (vph)             | 0    | 419   | 397   | 0    | 118                       | 0    |
| Heavy Vehicles (%)                | 3%   | 4%    | 4%    | 0%   | 0%                        | 7%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 85.0  | 40.0  |      | 40.0                      |      |
| Effective Green, g (s)            |      | 85.0  | 40.0  |      | 40.0                      |      |
| Actuated g/C Ratio                |      | 0.63  | 0.30  |      | 0.30                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1091  | 541   |      | 456                       |      |
| v/s Ratio Prot                    |      |       | c0.22 |      | c0.08                     |      |
| v/s Ratio Perm                    |      | c0.24 |       |      |                           |      |
| v/c Ratio                         |      | 0.38  | 0.73  |      | 0.26                      |      |
| Uniform Delay, d1                 |      | 12.2  | 42.7  |      | 36.2                      |      |
| Progression Factor                |      | 0.15  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.6   | 7.0   |      | 0.3                       |      |
| Delay (s)                         |      | 2.4   | 49.7  |      | 36.5                      |      |
| Level of Service                  |      | A     | D     |      | D                         |      |
| Approach Delay (s)                |      | 2.4   | 49.7  |      | 36.5                      |      |
| Approach LOS                      |      | A     | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 28.9  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.47  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 135.0 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 76.7% |      | ICU Level of Service      | D    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                          | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations               |  |  |                                                                                   |  |  |  |
| Traffic Volume (vph)              | 208                                                                               | 480                                                                               | 288                                                                               | 461                                                                               | 412                                                                               | 202                                                                               |
| Future Volume (vph)               | 208                                                                               | 480                                                                               | 288                                                                               | 461                                                                               | 412                                                                               | 202                                                                               |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Total Lost time (s)               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lane Util. Factor                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Frt                               | 1.00                                                                              | 0.85                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              |
| Flt Protected                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.98                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (prot)                 | 1792                                                                              | 1583                                                                              |                                                                                   | 1760                                                                              | 1752                                                                              | 1568                                                                              |
| Flt Permitted                     | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.78                                                                              | 0.95                                                                              | 1.00                                                                              |
| Satd. Flow (perm)                 | 1792                                                                              | 1583                                                                              |                                                                                   | 1405                                                                              | 1752                                                                              | 1568                                                                              |
| Peak-hour factor, PHF             | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              | 0.98                                                                              |
| Adj. Flow (vph)                   | 212                                                                               | 490                                                                               | 294                                                                               | 470                                                                               | 420                                                                               | 206                                                                               |
| RTOR Reduction (vph)              | 0                                                                                 | 345                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 39                                                                                |
| Lane Group Flow (vph)             | 212                                                                               | 145                                                                               | 0                                                                                 | 764                                                                               | 420                                                                               | 167                                                                               |
| Heavy Vehicles (%)                | 6%                                                                                | 2%                                                                                | 9%                                                                                | 4%                                                                                | 3%                                                                                | 3%                                                                                |
| Turn Type                         | NA                                                                                | Perm                                                                              | Perm                                                                              | NA                                                                                | Prot                                                                              | Perm                                                                              |
| Protected Phases                  | 1                                                                                 |                                                                                   |                                                                                   | 1 3                                                                               | 2                                                                                 |                                                                                   |
| Permitted Phases                  |                                                                                   | 1                                                                                 | 1 3                                                                               |                                                                                   |                                                                                   | 2                                                                                 |
| Actuated Green, G (s)             | 40.0                                                                              | 40.0                                                                              |                                                                                   | 85.0                                                                              | 40.0                                                                              | 40.0                                                                              |
| Effective Green, g (s)            | 40.0                                                                              | 40.0                                                                              |                                                                                   | 85.0                                                                              | 40.0                                                                              | 40.0                                                                              |
| Actuated g/C Ratio                | 0.30                                                                              | 0.30                                                                              |                                                                                   | 0.63                                                                              | 0.30                                                                              | 0.30                                                                              |
| Clearance Time (s)                | 5.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Vehicle Extension (s)             | 6.0                                                                               | 6.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Lane Grp Cap (vph)                | 530                                                                               | 469                                                                               |                                                                                   | 884                                                                               | 519                                                                               | 464                                                                               |
| v/s Ratio Prot                    | 0.12                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.24                                                                              |                                                                                   |
| v/s Ratio Perm                    |                                                                                   | 0.09                                                                              |                                                                                   | 0.54                                                                              |                                                                                   | 0.11                                                                              |
| v/c Ratio                         | 0.40                                                                              | 0.31                                                                              |                                                                                   | 0.86                                                                              | 0.81                                                                              | 0.36                                                                              |
| Uniform Delay, d1                 | 37.9                                                                              | 36.8                                                                              |                                                                                   | 20.3                                                                              | 44.0                                                                              | 37.4                                                                              |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.94                                                                              | 1.00                                                                              | 1.00                                                                              |
| Incremental Delay, d2             | 1.4                                                                               | 1.1                                                                               |                                                                                   | 7.9                                                                               | 12.8                                                                              | 2.2                                                                               |
| Delay (s)                         | 39.3                                                                              | 37.9                                                                              |                                                                                   | 27.1                                                                              | 56.8                                                                              | 39.6                                                                              |
| Level of Service                  | D                                                                                 | D                                                                                 |                                                                                   | C                                                                                 | E                                                                                 | D                                                                                 |
| Approach Delay (s)                | 38.3                                                                              |                                                                                   |                                                                                   | 27.1                                                                              | 51.1                                                                              |                                                                                   |
| Approach LOS                      | D                                                                                 |                                                                                   |                                                                                   | C                                                                                 | D                                                                                 |                                                                                   |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 38.0                                                                              |                                                                                   | HCM 2000 Level of Service                                                         | D                                                                                 |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.88                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 135.0                                                                             |                                                                                   | Sum of lost time (s)                                                              | 15.0                                                                              |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 86.5%                                                                             |                                                                                   | ICU Level of Service                                                              | E                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Capacity Analysis - NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_PM Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)        | 116                                                                               | 328                                                                               | 218                                                                               | 464                                                                               | 385                                                                               | 22                                                                                | 271                                                                                 | 200                                                                                 | 289                                                                                 | 71                                                                                  | 181                                                                                 | 115                                                                                 |
| Future Volume (veh/h)         | 116                                                                               | 328                                                                               | 218                                                                               | 464                                                                               | 385                                                                               | 22                                                                                | 271                                                                                 | 200                                                                                 | 289                                                                                 | 71                                                                                  | 181                                                                                 | 115                                                                                 |
| Number                        | 1                                                                                 | 6                                                                                 | 16                                                                                | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                   | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q, 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                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1900                                                                              | 1885                                                                              | 1841                                                                              | 1826                                                                              | 1870                                                                              | 1900                                                                              | 1870                                                                                | 1885                                                                                | 1826                                                                                | 1841                                                                                | 1856                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h          | 118                                                                               | 335                                                                               | 222                                                                               | 473                                                                               | 393                                                                               | 22                                                                                | 277                                                                                 | 204                                                                                 | 295                                                                                 | 72                                                                                  | 185                                                                                 | 117                                                                                 |
| 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                                                                                 | 1                                                                                 | 4                                                                                 | 5                                                                                 | 2                                                                                 | 0                                                                                 | 2                                                                                   | 1                                                                                   | 5                                                                                   | 4                                                                                   | 3                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |
| Cap, veh/h                    | 153                                                                               | 447                                                                               | 290                                                                               | 572                                                                               | 526                                                                               | 29                                                                                | 239                                                                                 | 555                                                                                 | 455                                                                                 | 92                                                                                  | 226                                                                                 | 143                                                                                 |
| 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                                                                                |
| Prop Arrive On Green          | 0.08                                                                              | 0.21                                                                              | 0.21                                                                              | 0.17                                                                              | 0.30                                                                              | 0.30                                                                              | 0.13                                                                                | 0.29                                                                                | 0.29                                                                                | 0.05                                                                                | 0.21                                                                                | 0.21                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 41.3                                                                              | 30.3                                                                              | 31.0                                                                              | 37.1                                                                              | 0.0                                                                               | 25.6                                                                              | 139.9                                                                               | 21.2                                                                                | 25.2                                                                                | 47.9                                                                                | 0.0                                                                                 | 33.0                                                                                |
| Ln Grp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | C                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | C                                                                                   |
| Approach Vol, veh/h           | 675                                                                               |                                                                                   |                                                                                   | 888                                                                               |                                                                                   |                                                                                   | 776                                                                                 |                                                                                     |                                                                                     | 374                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 32.5                                                                              |                                                                                   |                                                                                   | 31.7                                                                              |                                                                                   |                                                                                   | 65.1                                                                                |                                                                                     |                                                                                     | 35.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 2.0                                                                               | 4.0                                                                               | 2.0                                                                               | 3.0                                                                               | 2.0                                                                               | 4.0                                                                               | 2.0                                                                                 | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 11.3                                                                              | 27.3                                                                              | 8.9                                                                               | 26.9                                                                              | 17.6                                                                              | 21.0                                                                              | 15.0                                                                                | 20.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 5.0                                                                               | 3.8                                                                               | 4.4                                                                               | 3.7                                                                               | 5.1                                                                               | 3.7                                                                                 | 5.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 6.8                                                                               | 17.1                                                                              | 5.0                                                                               | 14.4                                                                              | 12.1                                                                              | 13.5                                                                              | 12.0                                                                                | 14.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.2                                                                               | 2.4                                                                               | 0.1                                                                               | 1.6                                                                               | 0.5                                                                               | 2.5                                                                               | 0.0                                                                                 | 1.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 0.91                                                                              | 1.00                                                                              | 0.77                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.01                                                                              | 0.00                                                                              | 0.25                                                                              | 0.11                                                                              | 1.00                                                                              | 0.22                                                                              | 1.00                                                                                | 0.15                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 3                                                                                 | 5                                                                                 | 7                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1810                                                                              | 1753                                                                              | 3374                                                                              | 1781                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 2                                                                                 | 4                                                                                 | 6                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1754                                                                              | 1885                                                                              | 2081                                                                              | 1062                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 12                                                                                | 14                                                                                | 16                                                                                | 18                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 98                                                                                | 1546                                                                              | 1351                                                                              | 672                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          | L (Prot)                                                                          |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_PM Peak Hour

|                                     |      |      |      |      |      |      |       |      |
|-------------------------------------|------|------|------|------|------|------|-------|------|
| Lanes in Grp                        | 1    | 0    | 1    | 0    | 2    | 0    | 1     | 0    |
| Grp Vol (v), veh/h                  | 118  | 0    | 72   | 0    | 473  | 0    | 277   | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1810 | 0    | 1753 | 0    | 1687 | 0    | 1781  | 0    |
| Q Serve Time (g_s), s               | 4.8  | 0.0  | 3.0  | 0.0  | 10.1 | 0.0  | 10.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 4.8  | 0.0  | 3.0  | 0.0  | 10.1 | 0.0  | 10.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Lane Grp Cap (c), veh/h             | 153  | 0    | 92   | 0    | 572  | 0    | 239   | 0    |
| V/C Ratio (X)                       | 0.77 | 0.00 | 0.78 | 0.00 | 0.83 | 0.00 | 1.16  | 0.00 |
| Avail Cap (c_a), veh/h              | 364  | 0    | 235  | 0    | 679  | 0    | 239   | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Uniform Delay (d1), s/veh           | 33.4 | 0.0  | 34.8 | 0.0  | 29.9 | 0.0  | 32.2  | 0.0  |
| Incr Delay (d2), s/veh              | 7.9  | 0.0  | 13.1 | 0.0  | 7.2  | 0.0  | 107.6 | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Control Delay (d), s/veh            | 41.3 | 0.0  | 47.9 | 0.0  | 37.1 | 0.0  | 139.9 | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 2.0  | 0.0  | 1.3  | 0.0  | 3.8  | 0.0  | 4.0   | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.3  | 0.0  | 0.3  | 0.0  | 0.6  | 0.0  | 7.2   | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| %ile Back of Q (50%), veh/ln        | 2.3  | 0.0  | 1.6  | 0.0  | 4.4  | 0.0  | 11.2  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.36 | 0.00 | 0.13 | 0.00 | 0.57 | 0.00 | 1.29  | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 9.5   | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.3   | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 8    |
| Lane Assignment             |      |      |      | T    |      | T    |      |      |
| Lanes in Grp                | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 0    | 0    | 204  | 0    | 287  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 0    | 0    | 1885 | 0    | 1791 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 11.2 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 0.0  | 0.0  | 6.4  | 0.0  | 11.2 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 0    | 0    | 555  | 0    | 385  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.75 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 0    | 0    | 633  | 0    | 601  | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 0.0  | 0.0  | 20.8 | 0.0  | 27.3 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 2.9  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 0.0  | 0.0  | 21.2 | 0.0  | 30.3 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 0.0  | 0.0  | 2.6  | 0.0  | 4.4  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.3  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

Caltrans NYS Route 94/Academy Ave & NYS Route 17M

2029 ETC+5\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 0.0  | 0.0  | 2.6  | 0.0  | 4.7  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.20 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 18   |
| Lane Assignment                  | T+R  |      | R    |      | T+R  |      | T+R  |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Grp Vol (v), veh/h               | 0    | 415  | 0    | 295  | 0    | 270  | 0    | 302  |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1853 | 0    | 1546 | 0    | 1642 | 0    | 1734 |
| Q Serve Time (g_s), s            | 0.0  | 15.1 | 0.0  | 12.4 | 0.0  | 11.5 | 0.0  | 12.4 |
| Cycle Q Clear Time (g_c), s      | 0.0  | 15.1 | 0.0  | 12.4 | 0.0  | 11.5 | 0.0  | 12.4 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.05 | 0.00 | 1.00 | 0.00 | 0.82 | 0.00 | 0.39 |
| Lane Grp Cap (c), veh/h          | 0    | 555  | 0    | 455  | 0    | 353  | 0    | 369  |
| V/C Ratio (X)                    | 0.00 | 0.75 | 0.00 | 0.65 | 0.00 | 0.76 | 0.00 | 0.82 |
| Avail Cap (c_a), veh/h           | 0    | 995  | 0    | 519  | 0    | 551  | 0    | 582  |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 23.5 | 0.0  | 22.9 | 0.0  | 27.5 | 0.0  | 27.9 |
| Incr Delay (d2), s/veh           | 0.0  | 2.0  | 0.0  | 2.3  | 0.0  | 3.5  | 0.0  | 5.1  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 25.6 | 0.0  | 25.2 | 0.0  | 31.0 | 0.0  | 33.0 |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 6.0  | 0.0  | 4.3  | 0.0  | 4.2  | 0.0  | 4.9  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.3  | 0.0  | 0.3  | 0.0  | 0.3  | 0.0  | 0.5  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 6.3  | 0.0  | 4.6  | 0.0  | 4.5  | 0.0  | 5.4  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.51 | 0.00 | 0.23 | 0.00 | 0.19 | 0.00 | 0.45 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 42.0 |
| HCM 6th LOS        | D    |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

| Movement                            | EBL          | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------------------|--------------|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations                 |              |      |     |      | ↶    | ↶    | ↶    | ↶    |      |      | ↶↷   | ↶    |
| Traffic Volume (veh/h)              | 0            | 0    | 0   | 343  | 0    | 169  | 257  | 591  | 0    | 0    | 376  | 487  |
| Future Volume (veh/h)               | 0            | 0    | 0   | 343  | 0    | 169  | 257  | 591  | 0    | 0    | 376  | 487  |
| Number                              |              |      |     | 7    | 4    | 14   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q, veh                      |              |      |     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj (A <sub>pbT</sub> )    |              |      |     | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus Adj                     |              |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach               |              |      |     | No   |      |      |      | No   |      |      |      | No   |
| Lanes Open During Work Zone         |              |      |     |      |      |      |      |      |      |      |      |      |
| Adj Sat Flow, veh/h/ln              |              |      |     | 1767 | 1900 | 1885 | 1811 | 1856 | 0    | 0    | 1856 | 1826 |
| Adj Flow Rate, veh/h                |              |      |     | 350  | 0    | 172  | 262  | 603  | 0    | 0    | 384  | 497  |
| Peak Hour Factor                    |              |      |     | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %                |              |      |     | 9    | 0    | 1    | 6    | 3    | 0    | 0    | 3    | 5    |
| Opposing Right Turn Influence       |              |      |     | Yes  |      |      | Yes  |      |      | No   |      |      |
| Cap, veh/h                          |              |      |     | 436  | 0    | 385  | 397  | 1101 | 0    | 0    | 680  | 607  |
| HCM Platoon Ratio                   |              |      |     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Prop Arrive On Green                |              |      |     | 0.24 | 0.00 | 0.24 | 0.12 | 0.59 | 0.00 | 0.00 | 0.39 | 0.39 |
| Unsig. Movement Delay               |              |      |     |      |      |      |      |      |      |      |      |      |
| Ln Grp Delay, s/veh                 |              |      |     | 27.1 | 0.0  | 20.3 | 13.9 | 8.0  | 0.0  | 0.0  | 15.3 | 22.1 |
| Ln Grp LOS                          |              |      |     | C    | A    | C    | B    | A    | A    | A    | B    | C    |
| Approach Vol, veh/h                 |              |      |     | 522  |      |      |      | 865  |      |      |      | 881  |
| Approach Delay, s/veh               |              |      |     | 24.8 |      |      |      | 9.8  |      |      |      | 19.1 |
| Approach LOS                        |              |      |     | C    |      |      |      | A    |      |      |      | B    |
| Timer:                              | 1            | 2    | 3   | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                        |              | 2    |     | 4    | 5    | 6    |      |      |      |      |      |      |
| Case No                             |              | 4.0  |     | 11.0 | 1.2  | 8.0  |      |      |      |      |      |      |
| Phs Duration (G+Y+Rc), s            |              | 40.8 |     | 19.5 | 12.5 | 28.3 |      |      |      |      |      |      |
| Change Period (Y+Rc), s             |              | 5.0  |     | 5.0  | 5.0  | 5.0  |      |      |      |      |      |      |
| Max Green (Gmax), s                 |              | 30.0 |     | 20.0 | 20.0 | 30.0 |      |      |      |      |      |      |
| Max Allow Headway (MAH), s          |              | 5.0  |     | 4.8  | 3.7  | 5.2  |      |      |      |      |      |      |
| Max Q Clear (g <sub>c</sub> +1), s  |              | 13.8 |     | 13.0 | 6.9  | 19.1 |      |      |      |      |      |      |
| Green Ext Time (g <sub>e</sub> ), s |              | 3.4  |     | 1.6  | 0.6  | 4.1  |      |      |      |      |      |      |
| Prob of Phs Call (p <sub>c</sub> )  |              | 1.00 |     | 1.00 | 1.00 | 1.00 |      |      |      |      |      |      |
| Prob of Max Out (p <sub>x</sub> )   |              | 0.09 |     | 0.54 | 0.00 | 0.47 |      |      |      |      |      |      |
| Left-Turn Movement Data             |              |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |              |      |     |      | 7    | 5    | 1    |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |              |      |     |      | 1810 | 1725 | 0    |      |      |      |      |      |
| Through Movement Data               |              |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |              | 2    |     | 4    |      | 6    |      |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |              | 1856 |     | 0    |      | 1856 |      |      |      |      |      |      |
| Right-Turn Movement Data            |              |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       |              |      | 12  |      | 14   |      | 16   |      |      |      |      |      |
| Mvmt Sat Flow, veh/h                |              |      | 0   |      | 1598 |      | 1572 |      |      |      |      |      |
| Left Lane Group Data                |              |      |     |      |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       | 0            | 0    | 0   | 7    | 5    | 1    | 0    | 0    |      |      |      |      |
| Lane Assignment                     | L+TL (Pr/Pm) |      |     |      |      |      |      |      |      |      |      |      |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 350  | 262  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1810 | 1725 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 11.0 | 4.9  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 11.0 | 4.9  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 610  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 25.3 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 6.1  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 6.1  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 23.3 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 436  | 397  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.80 | 0.66 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 600  | 753  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 21.6 | 12.0 | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 5.5  | 1.9  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 27.1 | 13.9 | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 4.2  | 1.3  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.7  | 0.2  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 4.8  | 1.5  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.33 | 0.24 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| <b>Middle Lane Group Data</b>       |      |      |      |      |      |      |      |      |
| Assigned Mvmt                       | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment                     | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                        | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 603  | 0    | 0    | 0    | 384  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 1856 | 0    | 0    | 0    | 1763 | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 11.8 | 0.0  | 0.0  | 0.0  | 10.3 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 11.8 | 0.0  | 0.0  | 0.0  | 10.3 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h             | 0    | 1101 | 0    | 0    | 0    | 680  | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 1101 | 0    | 0    | 0    | 876  | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 7.4  | 0.0  | 0.0  | 0.0  | 14.6 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 0.7  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 8.0  | 0.0  | 0.0  | 0.0  | 15.3 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 3.1  | 0.0  | 0.0  | 0.0  | 3.4  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 3.3  | 0.0  | 0.0  | 0.0  | 3.5  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |      | T+R  |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 172  | 0    | 497  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1598 | 0    | 1572 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 5.5  | 0.0  | 17.1 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 5.5  | 0.0  | 17.1 | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 385  | 0    | 607  | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.82 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 529  | 0    | 782  | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 19.5 | 0.0  | 16.7 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.8  | 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  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 20.3 | 0.0  | 22.1 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 5.1  | 0.0  | 5.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.9  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 5.2  | 0.0  | 6.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.30 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.9 |
| HCM 6th LOS        | B    |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

2029 ETC+5\_PM Peak Hour

|                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                               |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |  |  |  |  |                                                                                     |
| Traffic Volume (veh/h)        | 338                                                                               | 0                                                                                 | 260                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 509                                                                                 | 248                                                                                 | 112                                                                                 | 607                                                                                 | 0                                                                                   |
| Future Volume (veh/h)         | 338                                                                               | 0                                                                                 | 260                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 509                                                                                 | 248                                                                                 | 112                                                                                 | 607                                                                                 | 0                                                                                   |
| Number                        | 7                                                                                 | 4                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                  | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q, veh                | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1841                                                                              | 1900                                                                              | 1737                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 1841                                                                                | 1781                                                                                | 1885                                                                                | 1796                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h          | 352                                                                               | 0                                                                                 | 271                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 530                                                                                 | 258                                                                                 | 117                                                                                 | 632                                                                                 | 0                                                                                   |
| Peak Hour Factor              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %          | 4                                                                                 | 0                                                                                 | 11                                                                                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 4                                                                                   | 8                                                                                   | 1                                                                                   | 7                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |
| Cap, veh/h                    | 473                                                                               | 0                                                                                 | 434                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                  | 664                                                                                 | 545                                                                                 | 370                                                                                 | 980                                                                                 | 0                                                                                   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Prop Arrive On Green          | 0.27                                                                              | 0.00                                                                              | 0.27                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                               | 0.36                                                                                | 0.36                                                                                | 0.09                                                                                | 0.55                                                                                | 0.00                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 20.4                                                                              | 0.0                                                                               | 18.8                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                | 18.1                                                                                | 14.0                                                                                | 10.8                                                                                | 10.0                                                                                | 0.0                                                                                 |
| Ln Grp LOS                    | C                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                  | B                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   |
| Approach Vol, veh/h           | 623                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 788                                                                                |                                                                                     |                                                                                     | 749                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 19.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 16.7                                                                               |                                                                                     |                                                                                     | 10.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 1.2                                                                               | 7.0                                                                               |                                                                                   | 10.0                                                                              |                                                                                   | 4.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 10.0                                                                              | 24.5                                                                              |                                                                                   | 19.6                                                                              |                                                                                   | 34.5                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 20.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 4.7                                                                               |                                                                                   | 4.5                                                                               |                                                                                   | 5.0                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+1), s        | 3.9                                                                               | 16.0                                                                              |                                                                                   | 11.9                                                                              |                                                                                   | 15.3                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.2                                                                               | 3.5                                                                               |                                                                                   | 2.7                                                                               |                                                                                   | 3.5                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.00                                                                              | 0.17                                                                              |                                                                                   | 0.02                                                                              |                                                                                   | 0.14                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 |                                                                                   | 7                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1795                                                                              | 0                                                                                 |                                                                                   | 1753                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1841                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 1796                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1510                                                                              |                                                                                   | 1610                                                                              |                                                                                   | 0                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Pr/Pm)                                                                         |                                                                                   |                                                                                   | L                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse

2029 ETC+5\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 117  | 0    | 0    | 352  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1795 | 0    | 0    | 1753 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 1.9  | 0.0  | 0.0  | 9.9  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 1.9  | 0.0  | 0.0  | 9.9  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 693  | 0    | 0    | 1753 | 0    | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 21.5 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 5.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 3.2  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 19.5 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 370  | 0    | 0    | 473  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.32 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 868  | 0    | 0    | 972  | 0    | 0    | 0    | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 10.4 | 0.0  | 0.0  | 18.1 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.5  | 0.0  | 0.0  | 2.4  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 10.8 | 0.0  | 0.0  | 20.4 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.5  | 0.0  | 0.0  | 3.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.6  | 0.0  | 0.0  | 3.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.05 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      |      | T    |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 530  | 0    | 0    | 0    | 632  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1841 | 0    | 0    | 0    | 1796 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 14.0 | 0.0  | 0.0  | 0.0  | 13.3 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 14.0 | 0.0  | 0.0  | 0.0  | 13.3 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 664  | 0    | 0    | 0    | 980  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1020 | 0    | 0    | 0    | 996  | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 15.5 | 0.0  | 0.0  | 0.0  | 8.6  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 2.6  | 0.0  | 0.0  | 0.0  | 1.4  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 18.1 | 0.0  | 0.0  | 0.0  | 10.0 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 4.7  | 0.0  | 0.0  | 0.0  | 3.4  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.5  | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 5.1  | 0.0  | 0.0  | 0.0  | 3.8  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  | R    |      | T+R  |      |      |      |      |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 258  | 0    | 271  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1510 | 0    | 1610 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 7.1  | 0.0  | 8.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 7.1  | 0.0  | 8.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 545  | 0    | 434  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.47 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 837  | 0    | 893  | 0    | 0    | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 13.3 | 0.0  | 17.4 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.6  | 0.0  | 1.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 14.0 | 0.0  | 18.8 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 1.9  | 0.0  | 2.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.1  | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 2.0  | 0.0  | 2.7  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.07 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |          |                                                                                   |       |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 7.2                                                                               |          |                                                                                   |       |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL  | SBT                                                                               |
| Lane Configurations      |  |          |  |       |      |  |
| Traffic Vol, veh/h       | 42                                                                                | 184      | 99                                                                                | 22    | 96   | 30                                                                                |
| Future Vol, veh/h        | 42                                                                                | 184      | 99                                                                                | 22    | 96   | 30                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -    | 0                                                                                 |
| Peak Hour Factor         | 82                                                                                | 82       | 82                                                                                | 82    | 82   | 82                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3        | 4                                                                                 | 3     | 10   | 6                                                                                 |
| Mvmt Flow                | 51                                                                                | 224      | 121                                                                               | 27    | 117  | 37                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |      |                                                                                   |
| Conflicting Flow All     | 406                                                                               | 135      | 0                                                                                 | 0     | 148  | 0                                                                                 |
| Stage 1                  | 135                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 271                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy            | 6.4                                                                               | 6.23     | -                                                                                 | -     | 4.2  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Critical Hdwy Stg 2      | 5.4                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Follow-up Hdwy           | 3.5                                                                               | 3.327    | -                                                                                 | -     | 2.29 | -                                                                                 |
| Pot Cap-1 Maneuver       | 605                                                                               | 911      | -                                                                                 | -     | 1386 | -                                                                                 |
| Stage 1                  | 896                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 779                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |      | -                                                                                 |
| Mov Cap-1 Maneuver       | 553                                                                               | 911      | -                                                                                 | -     | 1386 | -                                                                                 |
| Mov Cap-2 Maneuver       | 553                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 1                  | 896                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Stage 2                  | 712                                                                               | -        | -                                                                                 | -     | -    | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |       |      |                                                                                   |
| HCM Control Delay, s     | 11.7                                                                              | 0        | 6                                                                                 |       |      |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |       |      |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |      |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 813                                                                               | 1386  | -    |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.339                                                                             | 0.084 | -    |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 11.7                                                                              | 7.8   | 0    |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A     | A    |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.5                                                                               | 0.3   | -    |                                                                                   |

| Intersection             |        |       |      |        |       |      |        |       |      |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|------|--------|-------|-------|
| Int Delay, s/veh         | 38.1   |       |      |        |       |      |        |       |      |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR  | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↔     |      |        | ↔     |      |        | ↔     |      |        | ↔     |       |
| Traffic Vol, veh/h       | 64     | 188   | 3    | 17     | 324   | 83   | 1      | 57    | 19   | 107    | 81    | 58    |
| Future Vol, veh/h        | 64     | 188   | 3    | 17     | 324   | 83   | 1      | 57    | 19   | 107    | 81    | 58    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop | Stop   | Stop  | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None | -      | -     | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -    | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -    | -      | 4     | -     |
| Peak Hour Factor         | 90     | 90    | 90   | 90     | 90    | 90   | 90     | 90    | 90   | 90     | 90    | 90    |
| Heavy Vehicles, %        | 1      | 2     | 0    | 6      | 4     | 4    | 0      | 0     | 0    | 1      | 3     | 5     |
| Mvmt Flow                | 71     | 209   | 3    | 19     | 360   | 92   | 1      | 63    | 21   | 119    | 90    | 64    |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |      | Minor2 |       |       |
| Conflicting Flow All     | 452    | 0     | 0    | 212    | 0     | 0    | 874    | 843   | 211  | 839    | 798   | 406   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 353    | 353   | -    | 444    | 444   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 521    | 490   | -    | 395    | 354   | -     |
| Critical Hdwy            | 4.11   | -     | -    | 4.16   | -     | -    | 7.1    | 6.5   | 6.2  | 7.91   | 7.33  | 6.65  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.91   | 6.33  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -    | 6.91   | 6.33  | -     |
| Follow-up Hdwy           | 2.209  | -     | -    | 2.254  | -     | -    | 3.5    | 4     | 3.3  | 3.509  | 4.027 | 3.345 |
| Pot Cap-1 Maneuver       | 1114   | -     | -    | 1335   | -     | -    | 272    | 303   | 834  | 238    | 266   | 610   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 668    | 634   | -    | 539    | 520   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 542    | 552   | -    | 579    | 581   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |      |        |       |       |
| Mov Cap-1 Maneuver       | 1114   | -     | -    | 1335   | -     | -    | 162    | 276   | 834  | 179    | 242   | 610   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 162    | 276   | -    | 179    | 242   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 620    | 588   | -    | 500    | 510   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 392    | 542   | -    | 467    | 539   | -     |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |      | SB     |       |       |
| HCM Control Delay, s     | 2.1    |       |      | 0.3    |       |      | 19.9   |       |      | 146.2  |       |       |
| HCM LOS                  |        |       |      |        |       |      | C      |       |      | F      |       |       |
|                          |        |       |      |        |       |      |        |       |      |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |      |        |       |       |
| Capacity (veh/h)         | 327    | 1114  | -    | -      | 1335  | -    | -      | 239   |      |        |       |       |
| HCM Lane V/C Ratio       | 0.262  | 0.064 | -    | -      | 0.014 | -    | -      | 1.144 |      |        |       |       |
| HCM Control Delay (s)    | 19.9   | 8.5   | 0    | -      | 7.7   | 0    | -      | 146.2 |      |        |       |       |
| HCM Lane LOS             | C      | A     | A    | -      | A     | A    | -      | F     |      |        |       |       |
| HCM 95th %tile Q(veh)    | 1      | 0.2   | -    | -      | 0     | -    | -      | 12.5  |      |        |       |       |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---|---|
|                               |  |  |  |  |  |  |   |   |
| Movement                      | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |   |   |
| Lane Configurations           |  |  |  |  |  |  |   |   |
| Traffic Volume (veh/h)        | 187                                                                               | 226                                                                               | 175                                                                               | 1135                                                                              | 623                                                                               | 105                                                                               |   |   |
| Future Volume (veh/h)         | 187                                                                               | 226                                                                               | 175                                                                               | 1135                                                                              | 623                                                                               | 105                                                                               |   |   |
| Number                        | 7                                                                                 | 14                                                                                | 5                                                                                 | 2                                                                                 | 6                                                                                 | 16                                                                                |   |   |
| Initial Q, 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                                                                                |                                                                                   |   |   |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Adj Sat Flow, veh/h/ln        | 1847                                                                              | 1876                                                                              | 1862                                                                              | 1847                                                                              | 1997                                                                              | 2012                                                                              |   |   |
| Adj Flow Rate, veh/h          | 199                                                                               | 240                                                                               | 186                                                                               | 1207                                                                              | 663                                                                               | 112                                                                               |   |   |
| Peak Hour Factor              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              |   |   |
| Percent Heavy Veh, %          | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 4                                                                                 | 3                                                                                 |   |   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |   |   |
| Cap, veh/h                    | 292                                                                               | 348                                                                               | 494                                                                               | 1397                                                                              | 1329                                                                              | 1135                                                                              |   |   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |   |   |
| Prop Arrive On Green          | 0.17                                                                              | 0.17                                                                              | 0.05                                                                              | 0.76                                                                              | 0.67                                                                              | 0.67                                                                              |   |   |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Ln Grp Delay, s/veh           | 51.8                                                                              | 47.5                                                                              | 8.5                                                                               | 18.4                                                                              | 12.2                                                                              | 7.9                                                                               |   |   |
| Ln Grp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 |   |   |
| Approach Vol, veh/h           | 439                                                                               |                                                                                   |                                                                                   | 1393                                                                              | 775                                                                               |                                                                                   |   |   |
| Approach Delay, s/veh         | 49.4                                                                              |                                                                                   |                                                                                   | 17.1                                                                              | 11.6                                                                              |                                                                                   |   |   |
| Approach LOS                  | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |   |   |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7 | 8 |
| Assigned Phs                  |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |   |   |
| Case No                       |                                                                                   | 4.0                                                                               |                                                                                   | 9.0                                                                               | 1.2                                                                               | 7.0                                                                               |   |   |
| Phs Duration (G+Y+Rc), s      |                                                                                   | 103.0                                                                             |                                                                                   | 26.5                                                                              | 11.8                                                                              | 91.2                                                                              |   |   |
| Change Period (Y+Rc), s       |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |   |   |
| Max Green (Gmax), s           |                                                                                   | 98.0                                                                              |                                                                                   | 42.0                                                                              | 30.0                                                                              | 63.0                                                                              |   |   |
| Max Allow Headway (MAH), s    |                                                                                   | 3.5                                                                               |                                                                                   | 4.1                                                                               | 4.6                                                                               | 3.5                                                                               |   |   |
| Max Q Clear (g_c+I1), s       |                                                                                   | 61.5                                                                              |                                                                                   | 20.0                                                                              | 6.0                                                                               | 23.5                                                                              |   |   |
| Green Ext Time (g_e), s       |                                                                                   | 5.6                                                                               |                                                                                   | 1.5                                                                               | 0.8                                                                               | 2.2                                                                               |   |   |
| Prob of Phs Call (p_c)        |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |   |   |
| Prob of Max Out (p_x)         |                                                                                   | 0.00                                                                              |                                                                                   | 0.00                                                                              | 0.00                                                                              | 0.00                                                                              |   |   |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 5                                                                                 | 1                                                                                 |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   |                                                                                   | 1759                                                                              | 1773                                                                              | 0                                                                                 |   |   |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1847                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 1997                                                                              |   |   |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Assigned Mvmt                 |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   | 0                                                                                 |                                                                                   | 1590                                                                              |                                                                                   | 1705                                                                              |   |   |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |
| Assigned Mvmt                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 5                                                                                 | 1                                                                                 | 0 | 0 |
| Lane Assignment               | LL (Pr/Pm)                                                                        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |   |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 199  | 186  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1759 | 1773 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 13.8 | 4.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 13.8 | 4.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 1759 | 692  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 88.2 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 64.7 | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 8.6  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 86.2 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 292  | 494  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.68 | 0.38 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 570  | 812  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 50.8 | 8.1  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 1.0  | 0.5  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 51.8 | 8.5  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 6.1  | 1.2  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.1  | 0.1  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 6.2  | 1.2  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 1.04 | 0.20 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 1207 | 0    | 0    | 0    | 663  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1847 | 0    | 0    | 0    | 1997 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 59.5 | 0.0  | 0.0  | 0.0  | 21.5 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 59.5 | 0.0  | 0.0  | 0.0  | 21.5 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1397 | 0    | 0    | 0    | 1329 | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.86 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1397 | 0    | 0    | 0    | 1329 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 11.1 | 0.0  | 0.0  | 0.0  | 10.8 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 7.3  | 0.0  | 0.0  | 0.0  | 1.3  | 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  |
| Control Delay (d), s/veh    | 0.0  | 18.4 | 0.0  | 0.0  | 0.0  | 12.2 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 16.6 | 0.0  | 0.0  | 0.0  | 8.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 2.8  | 0.0  | 0.0  | 0.0  | 0.5  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse 2029 ETC+5\_PM Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 19.4 | 0.0  | 0.0  | 0.0  | 8.5  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 2.25 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |        |      |      |      |      |
|----------------------------------|------|------|------|--------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14     | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |        | R    |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1      | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 240    | 0    | 112  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1590   | 0    | 1705 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 18.0   | 0.0  | 3.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 18.0   | 0.0  | 3.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 1590.2 | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 6.8    | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 348    | 0    | 1135 | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.69   | 0.00 | 0.10 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 599    | 0    | 1135 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 46.6   | 0.0  | 7.8  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.9    | 0.0  | 0.2  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 47.5   | 0.0  | 7.9  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 1.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1    | 0.0  | 0.1  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 0.1    | 0.0  | 1.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.01   | 0.00 | 0.13 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.9 |
| HCM 6th LOS        | C    |

## Notes

User approved volume balancing among the lanes for turning movement.

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.5                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 12                                                                                | 56                                                                                | 23    | 110                                                                               | 117                                                                               | 3    |
| Future Vol, veh/h        | 12                                                                                | 56                                                                                | 23    | 110                                                                               | 117                                                                               | 3    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free  | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None                                                                              | -     | None                                                                              | -                                                                                 | None |
| Storage Length           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 6                                                                                 | 22    | 3                                                                                 | 1                                                                                 | 0    |
| Mvmt Flow                | 13                                                                                | 61                                                                                | 25    | 120                                                                               | 127                                                                               | 3    |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 299                                                                               | 129                                                                               | 130   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 129                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 170                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.26                                                                              | 4.32  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.354                                                                             | 2.398 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 697                                                                               | 910                                                                               | 1341  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 902                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 865                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 683                                                                               | 910                                                                               | 1341  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 683                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 884                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 865                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.4                                                                               | 1.3                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1341                                                                              | -                                                                                 | 683   | 910                                                                               | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.019                                                                             | -                                                                                 | 0.019 | 0.067                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.7                                                                               | 0                                                                                 | 10.4  | 9.2                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | B     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | 0.1   | 0.2                                                                               | -                                                                                 | -    |

| Intersection             |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2                                                                               |        |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |      |  |  |      |
| Traffic Vol, veh/h       | 10                                                                                | 4      | 0    | 47                                                                                | 39                                                                                | 0    |
| Future Vol, veh/h        | 10                                                                                | 4      | 0    | 47                                                                                | 39                                                                                | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop   | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None   | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -      | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -      | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 83                                                                                | 83     | 83   | 83                                                                                | 83                                                                                | 83   |
| Heavy Vehicles, %        | 0                                                                                 | 0      | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 12                                                                                | 5      | 0    | 57                                                                                | 47                                                                                | 0    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |      | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 104                                                                               | 47     | -    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 47                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 57                                                                                | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2    | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3    | -    | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 899                                                                               | 1028   | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 981                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Stage 2                  | 971                                                                               | -      | 0    | -                                                                                 | -                                                                                 | 0    |
| Platoon blocked, %       |                                                                                   |        |      | -                                                                                 | -                                                                                 |      |
| Mov Cap-1 Maneuver       | 899                                                                               | 1028   | -    | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 899                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 981                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 971                                                                               | -      | -    | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |      | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.9                                                                               | 0      |      | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |      |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |      |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBT EBLn1                                                                         |        | SBT  |                                                                                   |                                                                                   |      |
| Capacity (veh/h)         | - 932                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane V/C Ratio       | - 0.018                                                                           |        | -    |                                                                                   |                                                                                   |      |
| HCM Control Delay (s)    | - 8.9                                                                             |        | -    |                                                                                   |                                                                                   |      |
| HCM Lane LOS             | - A                                                                               |        | -    |                                                                                   |                                                                                   |      |
| HCM 95th %tile Q(veh)    | - 0.1                                                                             |        | -    |                                                                                   |                                                                                   |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 11     | 134                                                                               | 208                                                                               | 36     | 28                                                                                | 13   |
| Future Vol, veh/h        | 11     | 134                                                                               | 208                                                                               | 36     | 28                                                                                | 13   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 0                                                                                 | 0    |
| Sign Control             | Free   | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -                                                                                 | None |
| Storage Length           | -      | -                                                                                 | -                                                                                 | -      | 0                                                                                 | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Grade, %                 | -      | 0                                                                                 | 0                                                                                 | -      | 0                                                                                 | -    |
| Peak Hour Factor         | 90     | 90                                                                                | 90                                                                                | 90     | 90                                                                                | 90   |
| Heavy Vehicles, %        | 0      | 3                                                                                 | 3                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 12     | 149                                                                               | 231                                                                               | 40     | 31                                                                                | 14   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 271    | 0                                                                                 | -                                                                                 | 0      | 424                                                                               | 251  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 251                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 173                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.4                                                                               | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | 1304   | -                                                                                 | -                                                                                 | -      | 591                                                                               | 793  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 795                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1304   | -                                                                                 | -                                                                                 | -      | 585                                                                               | 793  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 585                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 787                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 11.1   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1304   | -                                                                                 | -                                                                                 | -      | 638                                                                               |      |
| HCM Lane V/C Ratio       | 0.009  | -                                                                                 | -                                                                                 | -      | 0.071                                                                             |      |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 11.1                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↱    |      |      |      |      |
| Traffic Vol, veh/h       | 172  | 150  | 0    | 0    | 221  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Future Vol, veh/h        | 172  | 150  | 0    | 0    | 221  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   | 93   |
| Heavy Vehicles, %        | 1    | 1    | 0    | 0    | 3    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 185  | 161  | 0    | 0    | 238  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |

| Major/Minor          | Major1 | Major2 |   | Minor1 |   |   |   |       |   |
|----------------------|--------|--------|---|--------|---|---|---|-------|---|
| Conflicting Flow All | 239    | 0      | - | -      | - | 0 | - | 770   | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 531   | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 239   | - |
| Critical Hdwy        | 4.11   | -      | - | -      | - | - | - | 6.52  | - |
| Critical Hdwy Stg 1  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Critical Hdwy Stg 2  | -      | -      | - | -      | - | - | - | 5.52  | - |
| Follow-up Hdwy       | 2.209  | -      | - | -      | - | - | - | 4.018 | - |
| Pot Cap-1 Maneuver   | 1334   | -      | 0 | 0      | - | - | 0 | 331   | 0 |
| Stage 1              | -      | -      | 0 | 0      | - | - | 0 | 526   | 0 |
| Stage 2              | -      | -      | 0 | 0      | - | - | 0 | 708   | 0 |
| Platoon blocked, %   |        | -      |   |        | - | - |   |       |   |
| Mov Cap-1 Maneuver   | 1334   | -      | - | -      | - | - | - | 0     | - |
| Mov Cap-2 Maneuver   | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 1              | -      | -      | - | -      | - | - | - | 0     | - |
| Stage 2              | -      | -      | - | -      | - | - | - | 0     | - |

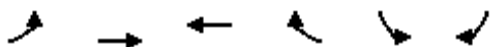
| Approach             | EB  | WB | NE |
|----------------------|-----|----|----|
| HCM Control Delay, s | 4.3 | 0  | 0  |
| HCM LOS              |     |    | A  |

| Minor Lane/Major Mvmt | NELn1 | EBL   | EBT | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h)      | -     | 1334  | -   | -   | -   |
| HCM Lane V/C Ratio    | -     | 0.139 | -   | -   | -   |
| HCM Control Delay (s) | 0     | 8.1   | 0   | -   | -   |
| HCM Lane LOS          | A     | A     | A   | -   | -   |
| HCM 95th %tile Q(veh) | -     | 0.5   | -   | -   | -   |

# HCM Signalized Intersection Capacity Analysis

## 120-269; Craigville Logistics Warehouse

4: NYS Route 17M & Lehigh Ave  
2029 ETC+5\_SAT Midday Peak Hour



| Movement                          | EBL  | EBT   | WBT   | WBR  | SBL                       | SBR  |
|-----------------------------------|------|-------|-------|------|---------------------------|------|
| Lane Configurations               |      | ↰     | ↰     |      | ↰                         |      |
| Traffic Volume (vph)              | 47   | 341   | 342   | 11   | 12                        | 200  |
| Future Volume (vph)               | 47   | 341   | 342   | 11   | 12                        | 200  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               |      | 5.0   | 5.0   |      | 5.0                       |      |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00                      |      |
| Frt                               |      | 1.00  | 1.00  |      | 0.87                      |      |
| Flt Protected                     |      | 0.99  | 1.00  |      | 1.00                      |      |
| Satd. Flow (prot)                 |      | 1868  | 1839  |      | 1623                      |      |
| Flt Permitted                     |      | 0.92  | 1.00  |      | 1.00                      |      |
| Satd. Flow (perm)                 |      | 1723  | 1839  |      | 1623                      |      |
| Peak-hour factor, PHF             | 0.96 | 0.96  | 0.96  | 0.96 | 0.96                      | 0.96 |
| Adj. Flow (vph)                   | 49   | 355   | 356   | 11   | 12                        | 208  |
| RTOR Reduction (vph)              | 0    | 0     | 1     | 0    | 159                       | 0    |
| Lane Group Flow (vph)             | 0    | 404   | 366   | 0    | 62                        | 0    |
| Heavy Vehicles (%)                | 2%   | 1%    | 3%    | 0%   | 0%                        | 2%   |
| Turn Type                         | Perm | NA    | NA    |      | Prot                      |      |
| Protected Phases                  |      | 1 2   | 1     |      | 3                         |      |
| Permitted Phases                  | 1 2  |       |       |      |                           |      |
| Actuated Green, G (s)             |      | 85.2  | 40.1  |      | 29.4                      |      |
| Effective Green, g (s)            |      | 85.2  | 40.1  |      | 29.4                      |      |
| Actuated g/C Ratio                |      | 0.68  | 0.32  |      | 0.24                      |      |
| Clearance Time (s)                |      |       | 5.0   |      | 5.0                       |      |
| Vehicle Extension (s)             |      |       | 6.0   |      | 3.0                       |      |
| Lane Grp Cap (vph)                |      | 1178  | 591   |      | 382                       |      |
| v/s Ratio Prot                    |      |       | c0.20 |      | c0.04                     |      |
| v/s Ratio Perm                    |      | c0.23 |       |      |                           |      |
| v/c Ratio                         |      | 0.34  | 0.62  |      | 0.16                      |      |
| Uniform Delay, d1                 |      | 8.1   | 35.8  |      | 37.8                      |      |
| Progression Factor                |      | 0.13  | 1.00  |      | 1.00                      |      |
| Incremental Delay, d2             |      | 0.5   | 3.4   |      | 0.2                       |      |
| Delay (s)                         |      | 1.5   | 39.2  |      | 38.0                      |      |
| Level of Service                  |      | A     | D     |      | D                         |      |
| Approach Delay (s)                |      | 1.5   | 39.2  |      | 38.0                      |      |
| Approach LOS                      |      | A     | D     |      | D                         |      |
| <b>Intersection Summary</b>       |      |       |       |      |                           |      |
| HCM 2000 Control Delay            |      |       | 23.6  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |       | 0.40  |      |                           |      |
| Actuated Cycle Length (s)         |      |       | 124.6 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |       | 64.7% |      | ICU Level of Service      | C    |
| Analysis Period (min)             |      |       | 15    |      |                           |      |
| c Critical Lane Group             |      |       |       |      |                           |      |

# HCM Signalized Intersection Capacity Analysis Kings Hwy (CR 13) & NYS 17M/NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                                   | →    | ↘    | ↙     | ←    | ↖                         | ↗    |
|-----------------------------------|------|------|-------|------|---------------------------|------|
| Movement                          | EBT  | EBR  | WBL   | WBT  | NBL                       | NBR  |
| Lane Configurations               | ↑    | ↑    |       | ↑    | ↑                         | ↑    |
| Traffic Volume (vph)              | 254  | 427  | 148   | 294  | 433                       | 134  |
| Future Volume (vph)               | 254  | 427  | 148   | 294  | 433                       | 134  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900 | 1900                      | 1900 |
| Total Lost time (s)               | 5.0  | 5.0  |       | 5.0  | 5.0                       | 5.0  |
| Lane Util. Factor                 | 1.00 | 1.00 |       | 1.00 | 1.00                      | 1.00 |
| Frt                               | 1.00 | 0.85 |       | 1.00 | 1.00                      | 0.85 |
| Flt Protected                     | 1.00 | 1.00 |       | 0.98 | 0.95                      | 1.00 |
| Satd. Flow (prot)                 | 1881 | 1599 |       | 1832 | 1787                      | 1583 |
| Flt Permitted                     | 1.00 | 1.00 |       | 0.79 | 0.95                      | 1.00 |
| Satd. Flow (perm)                 | 1881 | 1599 |       | 1470 | 1787                      | 1583 |
| Peak-hour factor, PHF             | 0.96 | 0.96 | 0.96  | 0.96 | 0.96                      | 0.96 |
| Adj. Flow (vph)                   | 265  | 445  | 154   | 306  | 451                       | 140  |
| RTOR Reduction (vph)              | 0    | 302  | 0     | 0    | 0                         | 24   |
| Lane Group Flow (vph)             | 265  | 143  | 0     | 460  | 451                       | 116  |
| Heavy Vehicles (%)                | 1%   | 1%   | 2%    | 2%   | 1%                        | 2%   |
| Turn Type                         | NA   | Perm | Perm  | NA   | Prot                      | Perm |
| Protected Phases                  | 1    |      |       | 1 3  | 2                         |      |
| Permitted Phases                  |      | 1    | 1 3   |      |                           | 2    |
| Actuated Green, G (s)             | 40.1 | 40.1 |       | 74.5 | 40.1                      | 40.1 |
| Effective Green, g (s)            | 40.1 | 40.1 |       | 74.5 | 40.1                      | 40.1 |
| Actuated g/C Ratio                | 0.32 | 0.32 |       | 0.60 | 0.32                      | 0.32 |
| Clearance Time (s)                | 5.0  | 5.0  |       |      | 5.0                       | 5.0  |
| Vehicle Extension (s)             | 6.0  | 6.0  |       |      | 3.0                       | 3.0  |
| Lane Grp Cap (vph)                | 605  | 514  |       | 878  | 575                       | 509  |
| v/s Ratio Prot                    | 0.14 |      |       |      | 0.25                      |      |
| v/s Ratio Perm                    |      | 0.09 |       | 0.31 |                           | 0.07 |
| v/c Ratio                         | 0.44 | 0.28 |       | 0.52 | 0.78                      | 0.23 |
| Uniform Delay, d1                 | 33.4 | 31.5 |       | 14.7 | 38.3                      | 30.9 |
| Progression Factor                | 1.00 | 1.00 |       | 0.35 | 1.00                      | 1.00 |
| Incremental Delay, d2             | 1.4  | 0.8  |       | 1.2  | 10.3                      | 1.0  |
| Delay (s)                         | 34.8 | 32.3 |       | 6.4  | 48.6                      | 32.0 |
| Level of Service                  | C    | C    |       | A    | D                         | C    |
| Approach Delay (s)                | 33.2 |      |       | 6.4  | 44.7                      |      |
| Approach LOS                      | C    |      |       | A    | D                         |      |
| <b>Intersection Summary</b>       |      |      |       |      |                           |      |
| HCM 2000 Control Delay            |      |      | 30.1  |      | HCM 2000 Level of Service | C    |
| HCM 2000 Volume to Capacity ratio |      |      | 0.64  |      |                           |      |
| Actuated Cycle Length (s)         |      |      | 124.6 |      | Sum of lost time (s)      | 15.0 |
| Intersection Capacity Utilization |      |      | 73.5% |      | ICU Level of Service      | D    |
| Analysis Period (min)             |      |      | 15    |      |                           |      |
| c Critical Lane Group             |      |      |       |      |                           |      |

# HCM 6th Signalized Intersection Capacity Analysis - NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |  |  |                                                                                   |  |  |  |  |  |  |
| Traffic Volume (veh/h)        | 126                                                                               | 339                                                                               | 216                                                                               | 351                                                                               | 357                                                                               | 24                                                                                | 261                                                                                 | 162                                                                                 | 397                                                                                 | 58                                                                                  | 195                                                                                 | 146                                                                                 |
| Future Volume (veh/h)         | 126                                                                               | 339                                                                               | 216                                                                               | 351                                                                               | 357                                                                               | 24                                                                                | 261                                                                                 | 162                                                                                 | 397                                                                                 | 58                                                                                  | 195                                                                                 | 146                                                                                 |
| Number                        | 1                                                                                 | 6                                                                                 | 16                                                                                | 5                                                                                 | 2                                                                                 | 12                                                                                | 7                                                                                   | 4                                                                                   | 14                                                                                  | 3                                                                                   | 8                                                                                   | 18                                                                                  |
| Initial Q, 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                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1900                                                                              | 1900                                                                              | 1856                                                                              | 1885                                                                              | 1885                                                                              | 1781                                                                              | 1900                                                                                | 1870                                                                                | 1856                                                                                | 1900                                                                                | 1870                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h          | 135                                                                               | 365                                                                               | 232                                                                               | 377                                                                               | 384                                                                               | 26                                                                                | 281                                                                                 | 174                                                                                 | 427                                                                                 | 62                                                                                  | 210                                                                                 | 157                                                                                 |
| Peak Hour Factor              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                              | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                | 0.93                                                                                |
| Percent Heavy Veh, %          | 0                                                                                 | 0                                                                                 | 3                                                                                 | 1                                                                                 | 1                                                                                 | 8                                                                                 | 0                                                                                   | 2                                                                                   | 3                                                                                   | 0                                                                                   | 2                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     | Yes                                                                                 |                                                                                     |                                                                                     |
| Cap, veh/h                    | 173                                                                               | 476                                                                               | 298                                                                               | 483                                                                               | 465                                                                               | 31                                                                                | 237                                                                                 | 621                                                                                 | 522                                                                                 | 80                                                                                  | 244                                                                                 | 183                                                                                 |
| 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                                                                                |
| Prop Arrive On Green          | 0.10                                                                              | 0.22                                                                              | 0.22                                                                              | 0.14                                                                              | 0.27                                                                              | 0.27                                                                              | 0.13                                                                                | 0.33                                                                                | 0.33                                                                                | 0.04                                                                                | 0.25                                                                                | 0.25                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 41.3                                                                              | 31.4                                                                              | 32.3                                                                              | 35.6                                                                              | 0.0                                                                               | 29.9                                                                              | 152.1                                                                               | 19.1                                                                                | 33.3                                                                                | 50.6                                                                                | 0.0                                                                                 | 37.5                                                                                |
| Ln Grp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | F                                                                                   | B                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h           | 732                                                                               |                                                                                   |                                                                                   | 787                                                                               |                                                                                   |                                                                                   | 882                                                                                 |                                                                                     |                                                                                     | 429                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 33.6                                                                              |                                                                                   |                                                                                   | 32.7                                                                              |                                                                                   |                                                                                   | 68.3                                                                                |                                                                                     |                                                                                     | 39.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                  | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 2.0                                                                               | 4.0                                                                               | 2.0                                                                               | 3.0                                                                               | 2.0                                                                               | 4.0                                                                               | 2.0                                                                                 | 4.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 12.3                                                                              | 25.4                                                                              | 8.4                                                                               | 30.4                                                                              | 15.6                                                                              | 22.1                                                                              | 15.0                                                                                | 23.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 15.0                                                                              | 40.0                                                                              | 10.0                                                                              | 25.0                                                                              | 15.0                                                                              | 25.0                                                                              | 10.0                                                                                | 25.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 5.0                                                                               | 3.8                                                                               | 4.3                                                                               | 3.7                                                                               | 5.1                                                                               | 3.7                                                                                 | 5.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 7.6                                                                               | 17.8                                                                              | 4.6                                                                               | 21.0                                                                              | 10.0                                                                              | 14.5                                                                              | 12.0                                                                                | 17.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.2                                                                               | 2.3                                                                               | 0.0                                                                               | 1.0                                                                               | 0.6                                                                               | 2.6                                                                               | 0.0                                                                                 | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 0.94                                                                              | 1.00                                                                              | 0.73                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.03                                                                              | 0.00                                                                              | 0.13                                                                              | 1.00                                                                              | 0.46                                                                              | 0.30                                                                              | 1.00                                                                                | 0.51                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 |                                                                                   | 3                                                                                 |                                                                                   | 5                                                                                 |                                                                                   | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1810                                                                              |                                                                                   | 1810                                                                              |                                                                                   | 3483                                                                              |                                                                                   | 1810                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1746                                                                              |                                                                                   | 1870                                                                              |                                                                                   | 2132                                                                              |                                                                                     | 994                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                  |                                                                                     | 18                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 118                                                                               |                                                                                   | 1572                                                                              |                                                                                   | 1333                                                                                |                                                                                     | 743                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 0                                                                                 | 3                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                          |                                                                                   | L (Prot)                                                                            |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis NYS Route 94/Academy Ave & NYS Route 17M 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                                     |      |      |      |      |      |      |       |      |
|-------------------------------------|------|------|------|------|------|------|-------|------|
| Lanes in Grp                        | 1    | 0    | 1    | 0    | 2    | 0    | 1     | 0    |
| Grp Vol (v), veh/h                  | 135  | 0    | 62   | 0    | 377  | 0    | 281   | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1810 | 0    | 1810 | 0    | 1742 | 0    | 1810  | 0    |
| Q Serve Time (g_s), s               | 5.6  | 0.0  | 2.6  | 0.0  | 8.0  | 0.0  | 10.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 5.6  | 0.0  | 2.6  | 0.0  | 8.0  | 0.0  | 10.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Lane Grp Cap (c), veh/h             | 173  | 0    | 80   | 0    | 483  | 0    | 237   | 0    |
| V/C Ratio (X)                       | 0.78 | 0.00 | 0.77 | 0.00 | 0.78 | 0.00 | 1.19  | 0.00 |
| Avail Cap (c_a), veh/h              | 355  | 0    | 237  | 0    | 683  | 0    | 237   | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| Uniform Delay (d1), s/veh           | 33.8 | 0.0  | 36.2 | 0.0  | 31.8 | 0.0  | 33.3  | 0.0  |
| Incr Delay (d2), s/veh              | 7.4  | 0.0  | 14.4 | 0.0  | 3.8  | 0.0  | 118.9 | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Control Delay (d), s/veh            | 41.3 | 0.0  | 50.6 | 0.0  | 35.6 | 0.0  | 152.1 | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 2.3  | 0.0  | 1.1  | 0.0  | 3.2  | 0.0  | 4.1   | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.4  | 0.0  | 0.3  | 0.0  | 0.3  | 0.0  | 7.8   | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00  | 0.00 |
| %ile Back of Q (50%), veh/ln        | 2.7  | 0.0  | 1.4  | 0.0  | 3.4  | 0.0  | 11.9  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.42 | 0.00 | 0.12 | 0.00 | 0.43 | 0.00 | 1.36  | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 11.1  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.3   | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 8    |
| Lane Assignment             |      |      |      | T    |      | T    |      |      |
| Lanes in Grp                | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 0    | 0    | 174  | 0    | 308  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 0    | 0    | 1870 | 0    | 1805 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 0.0  | 0.0  | 5.2  | 0.0  | 12.2 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 0.0  | 0.0  | 5.2  | 0.0  | 12.2 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 0    | 0    | 621  | 0    | 403  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.76 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 0    | 0    | 621  | 0    | 590  | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 0.0  | 0.0  | 18.8 | 0.0  | 27.8 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.0  | 0.0  | 0.2  | 0.0  | 3.5  | 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  |
| Control Delay (d), s/veh    | 0.0  | 0.0  | 0.0  | 19.1 | 0.0  | 31.4 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 0.0  | 0.0  | 2.1  | 0.0  | 4.9  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

Caltrans Route 94/Academy Ave & NYS Route 17M  
 2029 ETC+5\_SAT Midday Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 0.0  | 0.0  | 2.1  | 0.0  | 5.3  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.22 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 18   |
| Lane Assignment                  | T+R  |      | R    |      | T+R  |      | T+R  |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 1    | 0    | 1    |
| Grp Vol (v), veh/h               | 0    | 410  | 0    | 427  | 0    | 289  | 0    | 367  |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1864 | 0    | 1572 | 0    | 1660 | 0    | 1737 |
| Q Serve Time (g_s), s            | 0.0  | 15.8 | 0.0  | 19.0 | 0.0  | 12.5 | 0.0  | 15.5 |
| Cycle Q Clear Time (g_c), s      | 0.0  | 15.8 | 0.0  | 19.0 | 0.0  | 12.5 | 0.0  | 15.5 |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.06 | 0.00 | 1.00 | 0.00 | 0.80 | 0.00 | 0.43 |
| Lane Grp Cap (c), veh/h          | 0    | 497  | 0    | 522  | 0    | 371  | 0    | 427  |
| V/C Ratio (X)                    | 0.00 | 0.83 | 0.00 | 0.82 | 0.00 | 0.78 | 0.00 | 0.86 |
| Avail Cap (c_a), veh/h           | 0    | 974  | 0    | 522  | 0    | 542  | 0    | 567  |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 26.4 | 0.0  | 23.4 | 0.0  | 27.9 | 0.0  | 27.6 |
| Incr Delay (d2), s/veh           | 0.0  | 3.5  | 0.0  | 9.8  | 0.0  | 4.4  | 0.0  | 9.9  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 29.9 | 0.0  | 33.3 | 0.0  | 32.3 | 0.0  | 37.5 |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 6.4  | 0.0  | 6.6  | 0.0  | 4.6  | 0.0  | 6.1  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.5  | 0.0  | 1.4  | 0.0  | 0.5  | 0.0  | 1.2  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 6.9  | 0.0  | 8.0  | 0.0  | 5.1  | 0.0  | 7.3  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.55 | 0.00 | 0.40 | 0.00 | 0.21 | 0.00 | 0.60 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 45.0 |
| HCM 6th LOS        | D    |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                               |  |  |  |  |  |  |   |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |  |  |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 181                                                                               | 1                                                                                 | 139                                                                               | 127                                                                                 | 577                                                                                 | 0                                                                                   | 0                                                                                   | 388                                                                                 | 372                                                                                 |
| Future Volume (veh/h)         | 0                                                                                 | 0                                                                                 | 0                                                                                 | 181                                                                               | 1                                                                                 | 139                                                                               | 127                                                                                 | 577                                                                                 | 0                                                                                   | 0                                                                                   | 388                                                                                 | 372                                                                                 |
| Number                        |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 4                                                                                 | 14                                                                                | 5                                                                                   | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q, veh                |                                                                                   |                                                                                   |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        |                                                                                   |                                                                                   |                                                                                   | 1870                                                                              | 1900                                                                              | 1900                                                                              | 1856                                                                                | 1870                                                                                | 0                                                                                   | 0                                                                                   | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h          |                                                                                   |                                                                                   |                                                                                   | 197                                                                               | 1                                                                                 | 151                                                                               | 138                                                                                 | 627                                                                                 | 0                                                                                   | 0                                                                                   | 422                                                                                 | 404                                                                                 |
| Peak Hour Factor              |                                                                                   |                                                                                   |                                                                                   | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %          |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 0                                                                                 | 0                                                                                 | 3                                                                                   | 2                                                                                   | 0                                                                                   | 0                                                                                   | 2                                                                                   | 2                                                                                   |
| Opposing Right Turn Influence |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   | Yes                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Cap, veh/h                    |                                                                                   |                                                                                   |                                                                                   | 318                                                                               | 2                                                                                 | 284                                                                               | 444                                                                                 | 1102                                                                                | 0                                                                                   | 0                                                                                   | 670                                                                                 | 598                                                                                 |
| HCM Platoon Ratio             |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Prop Arrive On Green          |                                                                                   |                                                                                   |                                                                                   | 0.18                                                                              | 0.18                                                                              | 0.18                                                                              | 0.09                                                                                | 0.59                                                                                | 0.00                                                                                | 0.00                                                                                | 0.38                                                                                | 0.38                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           |                                                                                   |                                                                                   |                                                                                   | 18.2                                                                              | 0.0                                                                               | 17.5                                                                              | 7.6                                                                                 | 5.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 11.8                                                                                | 12.4                                                                                |
| Ln Grp LOS                    |                                                                                   |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 | B                                                                                 | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   |
| Approach Vol, veh/h           |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 349                                                                               |                                                                                   |                                                                                     | 765                                                                                 |                                                                                     |                                                                                     | 826                                                                                 |                                                                                     |
| Approach Delay, s/veh         |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 17.9                                                                              |                                                                                   |                                                                                     | 6.2                                                                                 |                                                                                     |                                                                                     | 12.1                                                                                |                                                                                     |
| Approach LOS                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       |                                                                                   | 4.0                                                                               |                                                                                   | 11.0                                                                              | 1.2                                                                               | 8.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      |                                                                                   | 30.1                                                                              |                                                                                   | 12.5                                                                              | 9.0                                                                               | 21.1                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           |                                                                                   | 30.0                                                                              |                                                                                   | 20.0                                                                              | 20.0                                                                              | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    |                                                                                   | 5.0                                                                               |                                                                                   | 4.7                                                                               | 3.7                                                                               | 5.2                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       |                                                                                   | 10.8                                                                              |                                                                                   | 6.3                                                                               | 3.7                                                                               | 11.1                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       |                                                                                   | 3.8                                                                               |                                                                                   | 1.3                                                                               | 0.3                                                                               | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        |                                                                                   | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         |                                                                                   | 0.05                                                                              |                                                                                   | 0.02                                                                              | 0.00                                                                              | 0.13                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 5                                                                                 | 1                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1801                                                                              | 1767                                                                              | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1870                                                                              |                                                                                   | 9                                                                                 |                                                                                   | 1870                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 1610                                                                              |                                                                                   | 1585                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 5                                                                                 | 1                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               |                                                                                   |                                                                                   |                                                                                   | L+TL (Pr/Pm)                                                                      |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 198  | 138  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1810 | 1767 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 4.3  | 1.7  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 4.3  | 1.7  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 0    | 658  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 18.1 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 7.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 2.9  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 16.1 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 0.99 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 319  | 444  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.62 | 0.31 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 849  | 1106 | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 16.2 | 7.2  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 2.0  | 0.4  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 18.2 | 7.6  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 1.5  | 0.3  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 1.7  | 0.4  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.11 | 0.06 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 627  | 0    | 0    | 0    | 422  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1870 | 0    | 0    | 0    | 1777 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 8.8  | 0.0  | 0.0  | 0.0  | 8.3  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 8.8  | 0.0  | 0.0  | 0.0  | 8.3  | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1102 | 0    | 0    | 0    | 670  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1317 | 0    | 0    | 0    | 1251 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 5.4  | 0.0  | 0.0  | 0.0  | 10.8 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.5  | 0.0  | 0.0  | 0.0  | 1.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh    | 0.0  | 5.9  | 0.0  | 0.0  | 0.0  | 11.8 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 1.4  | 0.0  | 0.0  | 0.0  | 2.2  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  | 0.2  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 NB On-Ramp/NY-17 NB Off-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 1.6  | 0.0  | 0.0  | 0.0  | 2.4  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      |      | R    | T+R  |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 151  | 0    | 404  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1610 | 0    | 1585 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 3.6  | 0.0  | 9.1  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 3.6  | 0.0  | 9.1  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 284  | 0    | 598  | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.68 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 756  | 0    | 1116 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 16.0 | 0.0  | 11.1 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 1.5  | 0.0  | 1.3  | 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  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 17.5 | 0.0  | 12.4 | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 2.2  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.2  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 2.4  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.12 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.8 |
| HCM 6th LOS        | B    |

# HCM 6th Signalized Intersection Capacity Analysis 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                               |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                      | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations           |  |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |  |  |  |  |  |
| Traffic Volume (veh/h)        | 312                                                                               | 1                                                                                 | 179                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 391                                                                                 | 261                                                                                 | 149                                                                                 | 420                                                                                 | 0                                                                                   |
| Future Volume (veh/h)         | 312                                                                               | 1                                                                                 | 179                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 391                                                                                 | 261                                                                                 | 149                                                                                 | 420                                                                                 | 0                                                                                   |
| Number                        | 7                                                                                 | 4                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                   | 5                                                                                   | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q, veh                | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj (A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus Adj               | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach         | No                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln        | 1870                                                                              | 1900                                                                              | 1856                                                                              |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 1856                                                                                | 1841                                                                                | 1856                                                                                | 1870                                                                                | 0                                                                                   |
| Adj Flow Rate, veh/h          | 343                                                                               | 1                                                                                 | 197                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 430                                                                                 | 287                                                                                 | 164                                                                                 | 462                                                                                 | 0                                                                                   |
| Peak Hour Factor              | 0.91                                                                              | 0.91                                                                              | 0.91                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                | 0.91                                                                                |
| Percent Heavy Veh, %          | 2                                                                                 | 0                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 3                                                                                   | 4                                                                                   | 3                                                                                   | 2                                                                                   | 0                                                                                   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     | Yes                                                                                 |
| Cap, veh/h                    | 469                                                                               | 2                                                                                 | 422                                                                               |                                                                                   |                                                                                   |                                                                                   | 0                                                                                   | 589                                                                                 | 495                                                                                 | 418                                                                                 | 986                                                                                 | 0                                                                                   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   |                                                                                   |                                                                                   | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Prop Arrive On Green          | 0.26                                                                              | 0.26                                                                              | 0.26                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.00                                                                                | 0.32                                                                                | 0.32                                                                                | 0.10                                                                                | 0.53                                                                                | 0.00                                                                                |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Ln Grp Delay, s/veh           | 18.3                                                                              | 0.0                                                                               | 15.6                                                                              |                                                                                   |                                                                                   |                                                                                   | 0.0                                                                                 | 16.2                                                                                | 14.7                                                                                | 10.0                                                                                | 7.4                                                                                 | 0.0                                                                                 |
| Ln Grp LOS                    | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                   | B                                                                                   | B                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h           | 541                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 717                                                                                 |                                                                                     |                                                                                     | 626                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh         | 17.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 15.6                                                                                |                                                                                     |                                                                                     | 8.1                                                                                 |                                                                                     |                                                                                     |
| Approach LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Timer:                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                  | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Case No                       | 1.2                                                                               | 7.0                                                                               |                                                                                   | 10.0                                                                              |                                                                                   | 4.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s      | 10.0                                                                              | 20.1                                                                              |                                                                                   | 17.5                                                                              |                                                                                   | 30.1                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s       | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green (Gmax), s           | 20.0                                                                              | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                   | 30.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Allow Headway (MAH), s    | 3.7                                                                               | 4.6                                                                               |                                                                                   | 4.4                                                                               |                                                                                   | 5.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear (g_c+I1), s       | 4.6                                                                               | 11.8                                                                              |                                                                                   | 10.4                                                                              |                                                                                   | 9.4                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (g_e), s       | 0.4                                                                               | 3.3                                                                               |                                                                                   | 2.2                                                                               |                                                                                   | 2.6                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Phs Call (p_c)        | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Prob of Max Out (p_x)         | 0.00                                                                              | 0.05                                                                              |                                                                                   | 0.01                                                                              |                                                                                   | 0.01                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 |                                                                                   | 7                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          | 1767                                                                              | 0                                                                                 |                                                                                   | 1781                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1856                                                                              |                                                                                   | 8                                                                                 |                                                                                   | 1870                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Mvmt Sat Flow, veh/h          |                                                                                   | 1560                                                                              |                                                                                   | 1603                                                                              |                                                                                   | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Mvmt                 | 1                                                                                 | 5                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Assignment               | L (Pr/Pm)                                                                         |                                                                                   |                                                                                   | L                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse

2029 ETC+5\_SAT Midday Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 164  | 0    | 0    | 343  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 1767 | 0    | 0    | 1781 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 2.6  | 0.0  | 0.0  | 8.4  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 2.6  | 0.0  | 0.0  | 8.4  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 729  | 0    | 0    | 1781 | 0    | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 17.1 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 5.3  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 3.4  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 15.1 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 418  | 0    | 0    | 469  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.39 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 974  | 0    | 0    | 1121 | 0    | 0    | 0    | 0    |
| Upstream Filter (I)                 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 9.4  | 0.0  | 0.0  | 16.0 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.6  | 0.0  | 0.0  | 2.2  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 10.0 | 0.0  | 0.0  | 18.3 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.7  | 0.0  | 0.0  | 2.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.1  | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.7  | 0.0  | 0.0  | 3.1  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.06 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Middle Lane Group Data

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 430  | 0    | 0    | 0    | 462  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1856 | 0    | 0    | 0    | 1870 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 9.8  | 0.0  | 0.0  | 0.0  | 7.4  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 9.8  | 0.0  | 0.0  | 0.0  | 7.4  | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 589  | 0    | 0    | 0    | 986  | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.73 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1167 | 0    | 0    | 0    | 1177 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 14.5 | 0.0  | 0.0  | 0.0  | 7.1  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 1.8  | 0.0  | 0.0  | 0.0  | 0.3  | 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  |
| Control Delay (d), s/veh    | 0.0  | 16.2 | 0.0  | 0.0  | 0.0  | 7.4  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 3.2  | 0.0  | 0.0  | 0.0  | 1.8  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis & NY-17 SB Off-Ramp/NY-17 SB On-Ramp 120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 3.5  | 0.0  | 0.0  | 0.0  | 1.9  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14   | 0    | 16   | 0    | 0    |
| Lane Assignment                  | R    |      | T+R  |      |      |      |      |      |
| Lanes in Grp                     | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 287  | 0    | 198  | 0    | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 1560 | 0    | 1611 | 0    | 0    | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 7.3  | 0.0  | 4.9  | 0.0  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 7.3  | 0.0  | 4.9  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 1.00 | 0.00 | 0.99 | 0.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 495  | 0    | 424  | 0    | 0    | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.58 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 981  | 0    | 1014 | 0    | 0    | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 13.6 | 0.0  | 14.8 | 0.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 1.1  | 0.0  | 0.8  | 0.0  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 14.7 | 0.0  | 15.6 | 0.0  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 2.0  | 0.0  | 1.5  | 0.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.1  | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 2.2  | 0.0  | 1.6  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.08 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 13.6 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 8                                                                                 | 59   | 33                                                                                | 7    | 62   | 24                                                                                |
| Future Vol, veh/h        | 8                                                                                 | 59   | 33                                                                                | 7    | 62   | 24                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 84                                                                                | 84   | 84                                                                                | 84   | 84   | 84                                                                                |
| Heavy Vehicles, %        | 0                                                                                 | 3    | 0                                                                                 | 0    | 2    | 0                                                                                 |
| Mvmt Flow                | 10                                                                                | 70   | 39                                                                                | 8    | 74   | 29                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 220    | 43     | 0      |
| Stage 1              | 43     | -      | -      |
| Stage 2              | 177    | -      | -      |
| Critical Hdwy        | 6.4    | 6.23   | -      |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.327  | -      |
| Pot Cap-1 Maneuver   | 773    | 1025   | -      |
| Stage 1              | 985    | -      | -      |
| Stage 2              | 859    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 736    | 1025   | -      |
| Mov Cap-2 Maneuver   | 736    | -      | -      |
| Stage 1              | 985    | -      | -      |
| Stage 2              | 818    | -      | -      |

| Approach             | WB | NB | SB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9  | 0  | 5.4 |
| HCM LOS              | A  |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 979   | 1560  |
| HCM Lane V/C Ratio    | -   | -        | 0.081 | 0.047 |
| HCM Control Delay (s) | -   | -        | 9     | 7.4   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.3   | 0.1   |

| Intersection             |        |       |      |        |       |      |        |       |       |        |      |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|------|-------|
| Int Delay, s/veh         | 6.9    |       |      |        |       |      |        |       |       |        |      |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT  | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕    |       |
| Traffic Vol, veh/h       | 21     | 144   | 1    | 6      | 199   | 37   | 0      | 58    | 4     | 93     | 51   | 27    |
| Future Vol, veh/h        | 21     | 144   | 1    | 6      | 199   | 37   | 0      | 58    | 4     | 93     | 51   | 27    |
| Conflicting Peds, #/hr   | 0      | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0     | 0      | 0    | 0     |
| Sign Control             | Free   | Free  | Free | Free   | Free  | Free | Stop   | Stop  | Stop  | Stop   | Stop | Stop  |
| RT Channelized           | -      | -     | None | -      | -     | None | -      | -     | None  | -      | -    | None  |
| Storage Length           | -      | -     | -    | -      | -     | -    | -      | -     | -     | -      | -    | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0    | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 4    | -     |
| Peak Hour Factor         | 90     | 90    | 90   | 90     | 90    | 90   | 90     | 90    | 90    | 90     | 90   | 90    |
| Heavy Vehicles, %        | 0      | 1     | 0    | 17     | 2     | 0    | 0      | 0     | 25    | 1      | 0    | 4     |
| Mvmt Flow                | 23     | 160   | 1    | 7      | 221   | 41   | 0      | 64    | 4     | 103    | 57   | 30    |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |      |       |
| Conflicting Flow All     | 262    | 0     | 0    | 161    | 0     | 0    | 506    | 483   | 161   | 497    | 463  | 242   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 207    | 207   | -     | 256    | 256  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 299    | 276   | -     | 241    | 207  | -     |
| Critical Hdwy            | 4.1    | -     | -    | 4.27   | -     | -    | 7.1    | 6.5   | 6.45  | 7.91   | 7.3  | 6.64  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.91   | 6.3  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.1    | 5.5   | -     | 6.91   | 6.3  | -     |
| Follow-up Hdwy           | 2.2    | -     | -    | 2.353  | -     | -    | 3.5    | 4     | 3.525 | 3.509  | 4    | 3.336 |
| Pot Cap-1 Maneuver       | 1314   | -     | -    | 1332   | -     | -    | 480    | 486   | 827   | 434    | 450  | 771   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 800    | 734   | -     | 709    | 661  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 714    | 685   | -     | 725    | 701  | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |      |       |
| Mov Cap-1 Maneuver       | 1314   | -     | -    | 1332   | -     | -    | 408    | 474   | 827   | 379    | 439  | 771   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 408    | 474   | -     | 379    | 439  | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 785    | 720   | -     | 696    | 657  | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 623    | 681   | -     | 644    | 688  | -     |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |      |       |
| HCM Control Delay, s     | 1      |       |      | 0.2    |       |      | 13.6   |       |       | 19.8   |      |       |
| HCM LOS                  |        |       |      |        |       |      | B      |       |       | C      |      |       |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
|                          |        |       |      |        |       |      |        |       |       |        |      |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |      |       |
| Capacity (veh/h)         | 487    | 1314  | -    | -      | 1332  | -    | -      | 431   |       |        |      |       |
| HCM Lane V/C Ratio       | 0.141  | 0.018 | -    | -      | 0.005 | -    | -      | 0.441 |       |        |      |       |
| HCM Control Delay (s)    | 13.6   | 7.8   | 0    | -      | 7.7   | 0    | -      | 19.8  |       |        |      |       |
| HCM Lane LOS             | B      | A     | A    | -      | A     | A    | -      | C     |       |        |      |       |
| HCM 95th %tile Q(veh)    | 0.5    | 0.1   | -    | -      | 0     | -    | -      | 2.2   |       |        |      |       |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                               |  |  |  |  |  |  |      |   |   |
|-------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|---|---|
| Movement                      | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |      |   |   |
| Lane Configurations           |  |  |  |  |  |  |      |   |   |
| Traffic Volume (veh/h)        | 104                                                                               | 166                                                                               | 227                                                                               | 456                                                                               | 611                                                                               | 89                                                                                |      |   |   |
| Future Volume (veh/h)         | 104                                                                               | 166                                                                               | 227                                                                               | 456                                                                               | 611                                                                               | 89                                                                                |      |   |   |
| Number                        | 7                                                                                 | 14                                                                                | 5                                                                                 | 2                                                                                 | 6                                                                                 | 16                                                                                |      |   |   |
| Initial Q, 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                                                                                |                                                                                   |      |   |   |
| Lanes Open During Work Zone   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Adj Sat Flow, veh/h/ln        | 1832                                                                              | 1876                                                                              | 1876                                                                              | 1862                                                                              | 2042                                                                              | 2012                                                                              |      |   |   |
| Adj Flow Rate, veh/h          | 108                                                                               | 173                                                                               | 236                                                                               | 475                                                                               | 636                                                                               | 93                                                                                |      |   |   |
| Peak Hour Factor              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |      |   |   |
| Percent Heavy Veh, %          | 3                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 1                                                                                 | 3                                                                                 |      |   |   |
| Opposing Right Turn Influence | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Cap, veh/h                    | 218                                                                               | 297                                                                               | 567                                                                               | 1469                                                                              | 1398                                                                              | 1167                                                                              |      |   |   |
| HCM Platoon Ratio             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |      |   |   |
| Prop Arrive On Green          | 0.13                                                                              | 0.13                                                                              | 0.06                                                                              | 0.79                                                                              | 0.68                                                                              | 0.68                                                                              |      |   |   |
| Unsig. Movement Delay         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Ln Grp Delay, s/veh           | 48.2                                                                              | 43.9                                                                              | 6.5                                                                               | 4.1                                                                               | 9.5                                                                               | 6.3                                                                               |      |   |   |
| Ln Grp LOS                    | D                                                                                 | D                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |      |   |   |
| Approach Vol, veh/h           | 281                                                                               |                                                                                   |                                                                                   | 711                                                                               | 729                                                                               |                                                                                   |      |   |   |
| Approach Delay, s/veh         | 45.6                                                                              |                                                                                   |                                                                                   | 4.9                                                                               | 9.1                                                                               |                                                                                   |      |   |   |
| Approach LOS                  | D                                                                                 |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |      |   |   |
| Timer:                        |                                                                                   | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6    | 7 | 8 |
| Assigned Phs                  |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6    |   |   |
| Case No                       |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   | 9.0                                                                               | 1.2                                                                               | 7.0  |   |   |
| Phs Duration (G+Y+Rc), s      |                                                                                   |                                                                                   | 97.0                                                                              |                                                                                   | 19.6                                                                              | 12.2                                                                              | 84.8 |   |   |
| Change Period (Y+Rc), s       |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               | 5.0  |   |   |
| Max Green (Gmax), s           |                                                                                   |                                                                                   | 92.0                                                                              |                                                                                   | 48.0                                                                              | 30.0                                                                              | 57.0 |   |   |
| Max Allow Headway (MAH), s    |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   | 4.2                                                                               | 4.6                                                                               | 3.4  |   |   |
| Max Q Clear (g_c+I1), s       |                                                                                   |                                                                                   | 10.4                                                                              |                                                                                   | 13.6                                                                              | 6.2                                                                               | 18.6 |   |   |
| Green Ext Time (g_e), s       |                                                                                   |                                                                                   | 1.3                                                                               |                                                                                   | 1.0                                                                               | 1.0                                                                               | 2.0  |   |   |
| Prob of Phs Call (p_c)        |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00 |   |   |
| Prob of Max Out (p_x)         |                                                                                   |                                                                                   | 0.00                                                                              |                                                                                   | 0.00                                                                              | 0.00                                                                              | 0.00 |   |   |
| Left-Turn Movement Data       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 7                                                                                 | 5                                                                                 | 1    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1745                                                                              | 1787                                                                              | 0    |   |   |
| Through Movement Data         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6    |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 1862                                                                              |                                                                                   | 0                                                                                 |                                                                                   | 2042 |   |   |
| Right-Turn Movement Data      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   |                                                                                   | 12                                                                                |                                                                                   | 14                                                                                |                                                                                   | 16   |   |   |
| Mvmt Sat Flow, veh/h          |                                                                                   |                                                                                   | 0                                                                                 |                                                                                   | 1590                                                                              |                                                                                   | 1705 |   |   |
| Left Lane Group Data          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |   |   |
| Assigned Mvmt                 |                                                                                   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 5                                                                                 | 1    | 0 | 0 |
| Lane Assignment               |                                                                                   |                                                                                   |                                                                                   |                                                                                   | LL (Pr/Pm)                                                                        |                                                                                   |      |   |   |

HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd  
120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                                     |      |      |      |      |      |      |      |      |
|-------------------------------------|------|------|------|------|------|------|------|------|
| Lanes in Grp                        | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    |
| Grp Vol (v), veh/h                  | 0    | 0    | 0    | 108  | 236  | 0    | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln          | 0    | 0    | 0    | 1745 | 1787 | 0    | 0    | 0    |
| Q Serve Time (g_s), s               | 0.0  | 0.0  | 0.0  | 6.7  | 4.2  | 0.0  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s         | 0.0  | 0.0  | 0.0  | 6.7  | 4.2  | 0.0  | 0.0  | 0.0  |
| Perm LT Sat Flow (s_l), veh/h/ln    | 0    | 0    | 0    | 1745 | 729  | 0    | 0    | 0    |
| Shared LT Sat Flow (s_sh), veh/h/ln | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Perm LT Eff Green (g_p), s          | 0.0  | 0.0  | 0.0  | 0.0  | 81.8 | 0.0  | 0.0  | 0.0  |
| Perm LT Serve Time (g_u), s         | 0.0  | 0.0  | 0.0  | 0.0  | 63.2 | 0.0  | 0.0  | 0.0  |
| Perm LT Q Serve Time (g_ps), s      | 0.0  | 0.0  | 0.0  | 0.0  | 8.9  | 0.0  | 0.0  | 0.0  |
| Time to First Blk (g_f), s          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 79.8 | 0.0  | 0.0  |
| Serve Time pre Blk (g_fs), s        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop LT Inside Lane (P_L)           | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h             | 0    | 0    | 0    | 218  | 567  | 0    | 0    | 0    |
| V/C Ratio (X)                       | 0.00 | 0.00 | 0.00 | 0.49 | 0.42 | 0.00 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h              | 0    | 0    | 0    | 718  | 916  | 0    | 0    | 0    |
| Upstream Filter (I)                 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh           | 0.0  | 0.0  | 0.0  | 47.6 | 6.0  | 0.0  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh              | 0.0  | 0.0  | 0.0  | 0.6  | 0.5  | 0.0  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh         | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh            | 0.0  | 0.0  | 0.0  | 48.2 | 6.5  | 0.0  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln             | 0.0  | 0.0  | 0.0  | 2.9  | 1.0  | 0.0  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)        | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln        | 0.0  | 0.0  | 0.0  | 3.0  | 1.1  | 0.0  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)            | 0.00 | 0.00 | 0.00 | 0.51 | 0.18 | 0.00 | 0.00 | 0.00 |
| Initial Q (Qb), veh                 | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh               | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

**Middle Lane Group Data**

|                             |      |      |      |      |      |      |      |      |
|-----------------------------|------|------|------|------|------|------|------|------|
| Assigned Mvmt               | 0    | 2    | 0    | 4    | 0    | 6    | 0    | 0    |
| Lane Assignment             | T    |      |      | T    |      |      |      |      |
| Lanes in Grp                | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h          | 0    | 475  | 0    | 0    | 0    | 636  | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln  | 0    | 1862 | 0    | 0    | 0    | 2042 | 0    | 0    |
| Q Serve Time (g_s), s       | 0.0  | 8.4  | 0.0  | 0.0  | 0.0  | 16.6 | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s | 0.0  | 8.4  | 0.0  | 0.0  | 0.0  | 16.6 | 0.0  | 0.0  |
| Lane Grp Cap (c), veh/h     | 0    | 1469 | 0    | 0    | 0    | 1398 | 0    | 0    |
| V/C Ratio (X)               | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h      | 0    | 1469 | 0    | 0    | 0    | 1398 | 0    | 0    |
| Upstream Filter (I)         | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh   | 0.0  | 3.5  | 0.0  | 0.0  | 0.0  | 8.4  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh      | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  | 1.1  | 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  |
| Control Delay (d), s/veh    | 0.0  | 4.1  | 0.0  | 0.0  | 0.0  | 9.5  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln     | 0.0  | 1.8  | 0.0  | 0.0  | 0.0  | 5.7  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln     | 0.0  | 0.2  | 0.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.0  |

# HCM 6th Signalized Intersection Capacity Analysis 50: NYS Route 208 & Museum Village Rd 120-269; Craigville Logistics Warehouse 2029 ETC+5\_SAT Midday Peak Hour

|                              |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|
| 3rd-Term Q (Q3), veh/ln      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%) | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln | 0.0  | 2.0  | 0.0  | 0.0  | 0.0  | 6.1  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)     | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.65 | 0.00 | 0.00 |
| Initial Q (Qb), veh          | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh        | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |

## Right Lane Group Data

|                                  |      |      |      |        |      |      |      |      |
|----------------------------------|------|------|------|--------|------|------|------|------|
| Assigned Mvmt                    | 0    | 12   | 0    | 14     | 0    | 16   | 0    | 0    |
| Lane Assignment                  |      |      | R    |        | R    |      |      |      |
| Lanes in Grp                     | 0    | 0    | 0    | 1      | 0    | 1    | 0    | 0    |
| Grp Vol (v), veh/h               | 0    | 0    | 0    | 173    | 0    | 93   | 0    | 0    |
| Grp Sat Flow (s), veh/h/ln       | 0    | 0    | 0    | 1590   | 0    | 1705 | 0    | 0    |
| Q Serve Time (g_s), s            | 0.0  | 0.0  | 0.0  | 11.6   | 0.0  | 2.1  | 0.0  | 0.0  |
| Cycle Q Clear Time (g_c), s      | 0.0  | 0.0  | 0.0  | 11.6   | 0.0  | 2.1  | 0.0  | 0.0  |
| Prot RT Sat Flow (s_R), veh/h/ln | 0.0  | 0.0  | 0.0  | 1590.2 | 0.0  | 0.0  | 0.0  | 0.0  |
| Prot RT Eff Green (g_R), s       | 0.0  | 0.0  | 0.0  | 7.2    | 0.0  | 0.0  | 0.0  | 0.0  |
| Prop RT Outside Lane (P_R)       | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Lane Grp Cap (c), veh/h          | 0    | 0    | 0    | 297    | 0    | 1167 | 0    | 0    |
| V/C Ratio (X)                    | 0.00 | 0.00 | 0.00 | 0.58   | 0.00 | 0.08 | 0.00 | 0.00 |
| Avail Cap (c_a), veh/h           | 0    | 0    | 0    | 753    | 0    | 1167 | 0    | 0    |
| Upstream Filter (I)              | 0.00 | 0.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d1), s/veh        | 0.0  | 0.0  | 0.0  | 43.3   | 0.0  | 6.1  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh           | 0.0  | 0.0  | 0.0  | 0.7    | 0.0  | 0.1  | 0.0  | 0.0  |
| Initial Q Delay (d3), s/veh      | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Control Delay (d), s/veh         | 0.0  | 0.0  | 0.0  | 43.9   | 0.0  | 6.3  | 0.0  | 0.0  |
| 1st-Term Q (Q1), veh/ln          | 0.0  | 0.0  | 0.0  | 10.2   | 0.0  | 0.6  | 0.0  | 0.0  |
| 2nd-Term Q (Q2), veh/ln          | 0.0  | 0.0  | 0.0  | 0.1    | 0.0  | 0.0  | 0.0  | 0.0  |
| 3rd-Term Q (Q3), veh/ln          | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile Back of Q Factor (f_B%)     | 0.00 | 1.00 | 0.00 | 1.00   | 0.00 | 1.00 | 0.00 | 0.00 |
| %ile Back of Q (50%), veh/ln     | 0.0  | 0.0  | 0.0  | 10.2   | 0.0  | 0.7  | 0.0  | 0.0  |
| %ile Storage Ratio (RQ%)         | 0.00 | 0.00 | 0.00 | 0.93   | 0.00 | 0.08 | 0.00 | 0.00 |
| Initial Q (Qb), veh              | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Final (Residual) Q (Qe), veh     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Delay (ds), s/veh            | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Q (Qs), veh                  | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |
| Sat Cap (cs), veh/h              | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 0    |
| Initial Q Clear Time (tc), h     | 0.0  | 0.0  | 0.0  | 0.0    | 0.0  | 0.0  | 0.0  | 0.0  |

## Intersection Summary

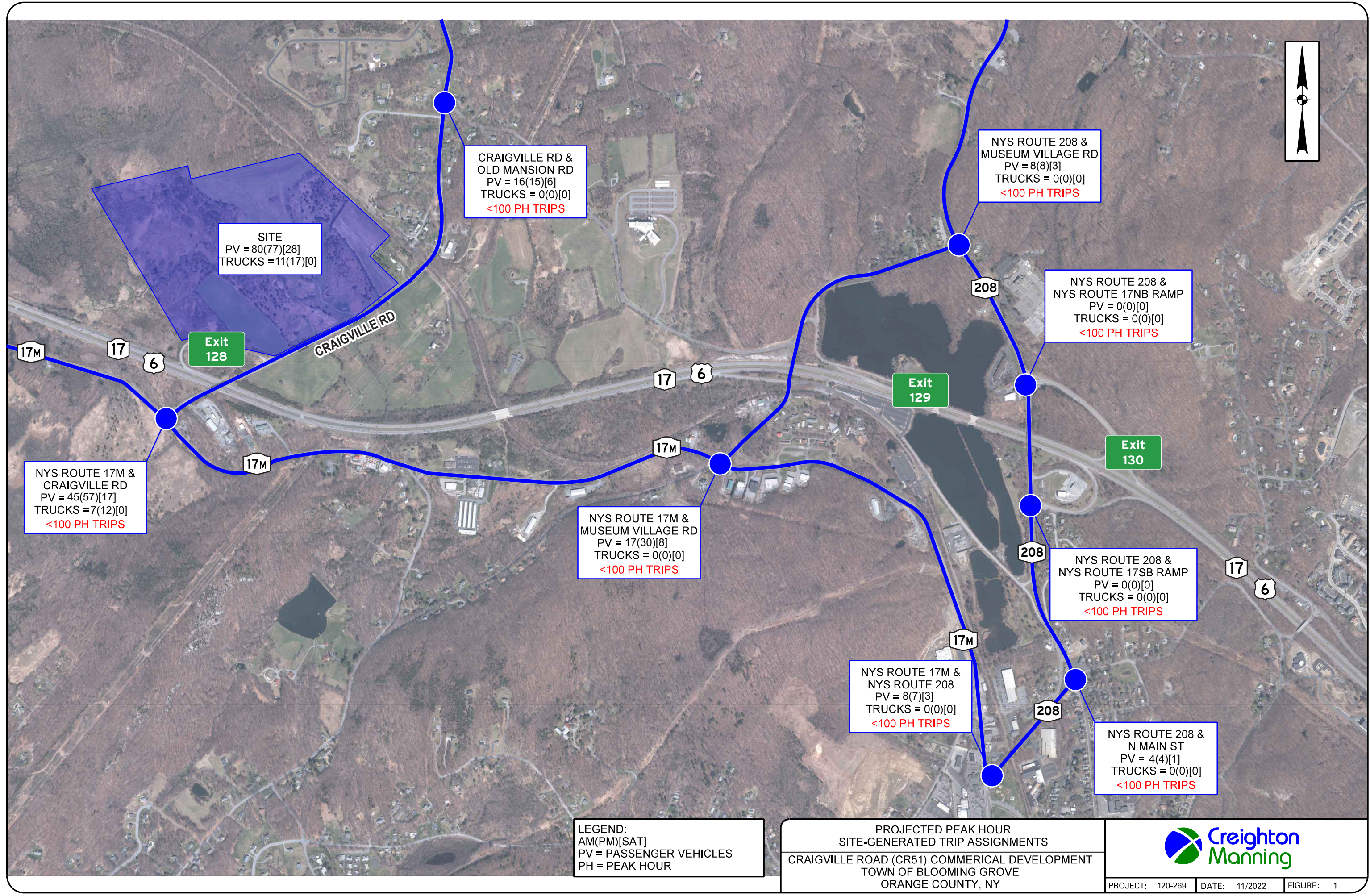
|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 13.3 |
| HCM 6th LOS        | B    |

| Intersection             |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.8                                                                               |                                                                                   |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR                                                                               | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |  |       |  |  |      |
| Traffic Vol, veh/h       | 2                                                                                 | 8                                                                                 | 14    | 43                                                                                | 31                                                                                | 4    |
| Future Vol, veh/h        | 2                                                                                 | 8                                                                                 | 14    | 43                                                                                | 31                                                                                | 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           | 95                                                                                | 0                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 2                                                                                 | 9                                                                                 | 15    | 47                                                                                | 34                                                                                | 4    |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 113                                                                               | 36                                                                                | 38    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 36                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 77                                                                                | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.4                                                                               | 6.2                                                                               | 4.1   | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.4                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.5                                                                               | 3.3                                                                               | 2.2   | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 888                                                                               | 1042                                                                              | 1585  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 992                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 951                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |                                                                                   |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 879                                                                               | 1042                                                                              | 1585  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 879                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 982                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 951                                                                               | -                                                                                 | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB                                                                                |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.6                                                                               | 1.8                                                                               |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |                                                                                   |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT                                                                               | EBLn1 | EBLn2                                                                             | SBT                                                                               | SBR  |
| Capacity (veh/h)         | 1585                                                                              | -                                                                                 | 879   | 1042                                                                              | -                                                                                 | -    |
| HCM Lane V/C Ratio       | 0.01                                                                              | -                                                                                 | 0.002 | 0.008                                                                             | -                                                                                 | -    |
| HCM Control Delay (s)    | 7.3                                                                               | 0                                                                                 | 9.1   | 8.5                                                                               | -                                                                                 | -    |
| HCM Lane LOS             | A                                                                                 | A                                                                                 | A     | A                                                                                 | -                                                                                 | -    |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -                                                                                 | 0     | 0                                                                                 | -                                                                                 | -    |

**ATTACHMENT F**  
**FIGURE OF OTHER OFF-SITE INTERSECTIONS**

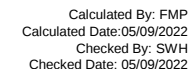
CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

FILE NAME : \\CME-FILE01\Company\Projects\2020\120-269\_Indigo Contracting - Blooming Grove\Working\CA00\dgn\120-269\_fig\_traf\_expanded.dgn  
DATE/TIME : 5/13/2022  
USER : FPerez



**ATTACHMENT G**  
**SIGNAL WARRANT ANALYSIS**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK

5/9/2022

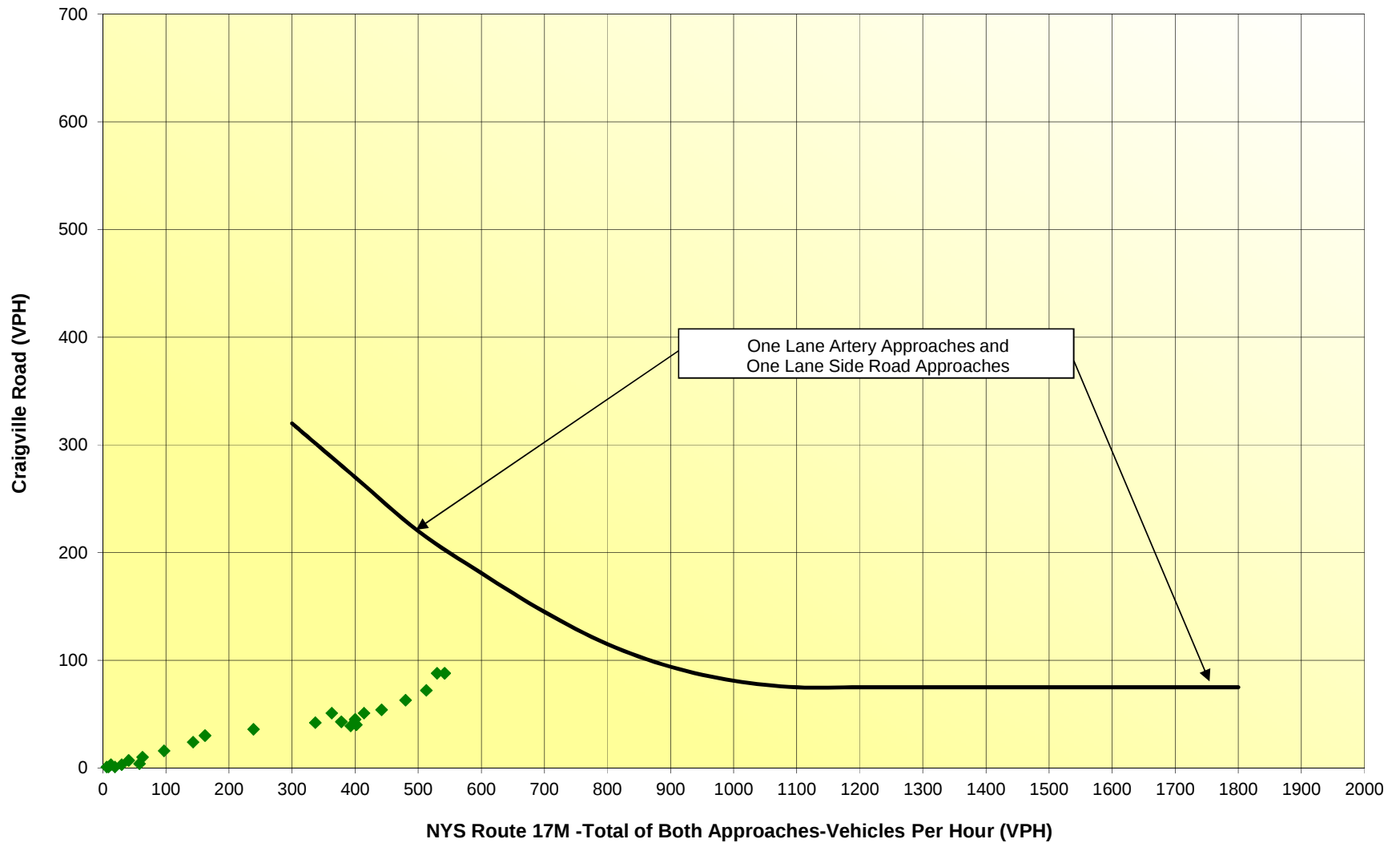
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                  |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-------------------------------------|---------|----------|---------|---------|---------|----------|---------|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|----|----|
| Project:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                  | 120-269; Indigo Contracting         |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Intersection:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                  | NYS Route 17M/Craigville Rd - BUILD |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Date:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                  | 5/9/2022                            |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Analyst:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                  | FMP                                 |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Select your lane configuration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                  |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Main 1, Side 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                  | 1                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                  | 3                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| <table border="1"> <tr> <td>100% (a)</td> <td>80% (b)</td> <td>70% (c)</td> <td>56% (d)</td> <td>100% (a)</td> <td>80% (b)</td> <td>70% (c)</td> <td>56% (d)</td> </tr> <tr> <td>500</td> <td>400</td> <td>350</td> <td>280</td> <td>750</td> <td>600</td> <td>525</td> <td>420</td> </tr> <tr> <td>150</td> <td>120</td> <td>105</td> <td>84</td> <td>75</td> <td>60</td> <td>53</td> <td>42</td> </tr> </table>                                                                                                                   |                                                                                                  |                                     |         | 100% (a) | 80% (b) | 70% (c) | 56% (d) | 100% (a) | 80% (b) | 70% (c) | 56% (d) | 500 | 400 | 350 | 280 | 750 | 600 | 525 | 420 | 150 | 120 | 105 | 84 | 75 | 60 | 53 | 42 |
| 100% (a)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 80% (b)                                                                                          | 70% (c)                             | 56% (d) | 100% (a) | 80% (b) | 70% (c) | 56% (d) |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 500                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 400                                                                                              | 350                                 | 280     | 750      | 600     | 525     | 420     |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 150                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 120                                                                                              | 105                                 | 84      | 75       | 60      | 53      | 42      |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Add your volumes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                  |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Hour                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 17M                                                                                              | Craigville                          |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Beginning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                  |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 12:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 33                                                                                               | 6                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 1:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 16                                                                                               | 5                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 2:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 13                                                                                               | 5                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 3:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 11                                                                                               | 4                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 4:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 26                                                                                               | 9                                   |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 5:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 73                                                                                               | 15                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 6:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 168                                                                                              | 36                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 7:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 363                                                                                              | 65                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 8:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 429                                                                                              | 63                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 9:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 414                                                                                              | 68                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 10:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 422                                                                                              | 71                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 11:00 AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 437                                                                                              | 81                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 12:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 454                                                                                              | 78                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 1:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 472                                                                                              | 80                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 2:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 512                                                                                              | 87                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 3:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 558                                                                                              | 111                                 |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 4:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 579                                                                                              | 120                                 |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 5:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 562                                                                                              | 117                                 |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 6:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 381                                                                                              | 67                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 7:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 246                                                                                              | 41                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 8:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 168                                                                                              | 34                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 9:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 108                                                                                              | 28                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 10:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 67                                                                                               | 12                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| 11:00 PM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 45                                                                                               | 10                                  |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Hours Met                                                                                        | 0                                   | 1       |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Required                                                                                         | 8                                   | 8       |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Warrant Met?                                                                                     | No                                  | No      |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| <p><b>NOTES:</b></p> <p>(a) Basic minimum hourly volume.</p> <p>(b) Used for combination of Conditions A and B after adequate trial of other remedial measures.</p> <p>(c) May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.</p> <p>(d) May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.</p> |                                                                                                  |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Reference:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Federal Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 Edition |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |
| Checked:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | FMP on 05/09/2022                                                                                |                                     |         |          |         |         |         |          |         |         |         |     |     |     |     |     |     |     |     |     |     |     |    |    |    |    |    |

**NYS Route 17M/Craigville Road (No-Build Conditions)**

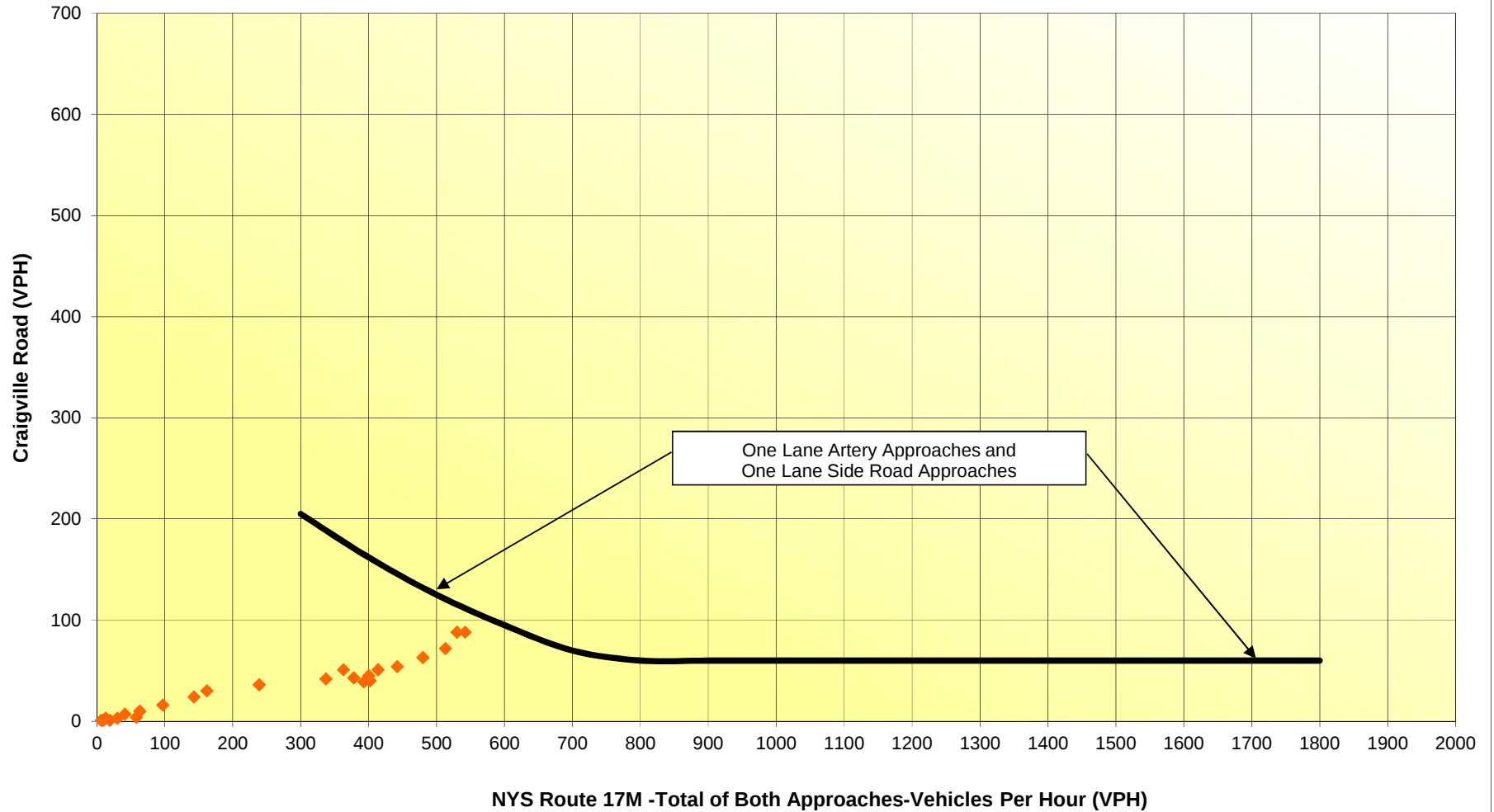
**Figure 4C-4**

**Reduced Peak Hour Volume Warrant (No-Build)**

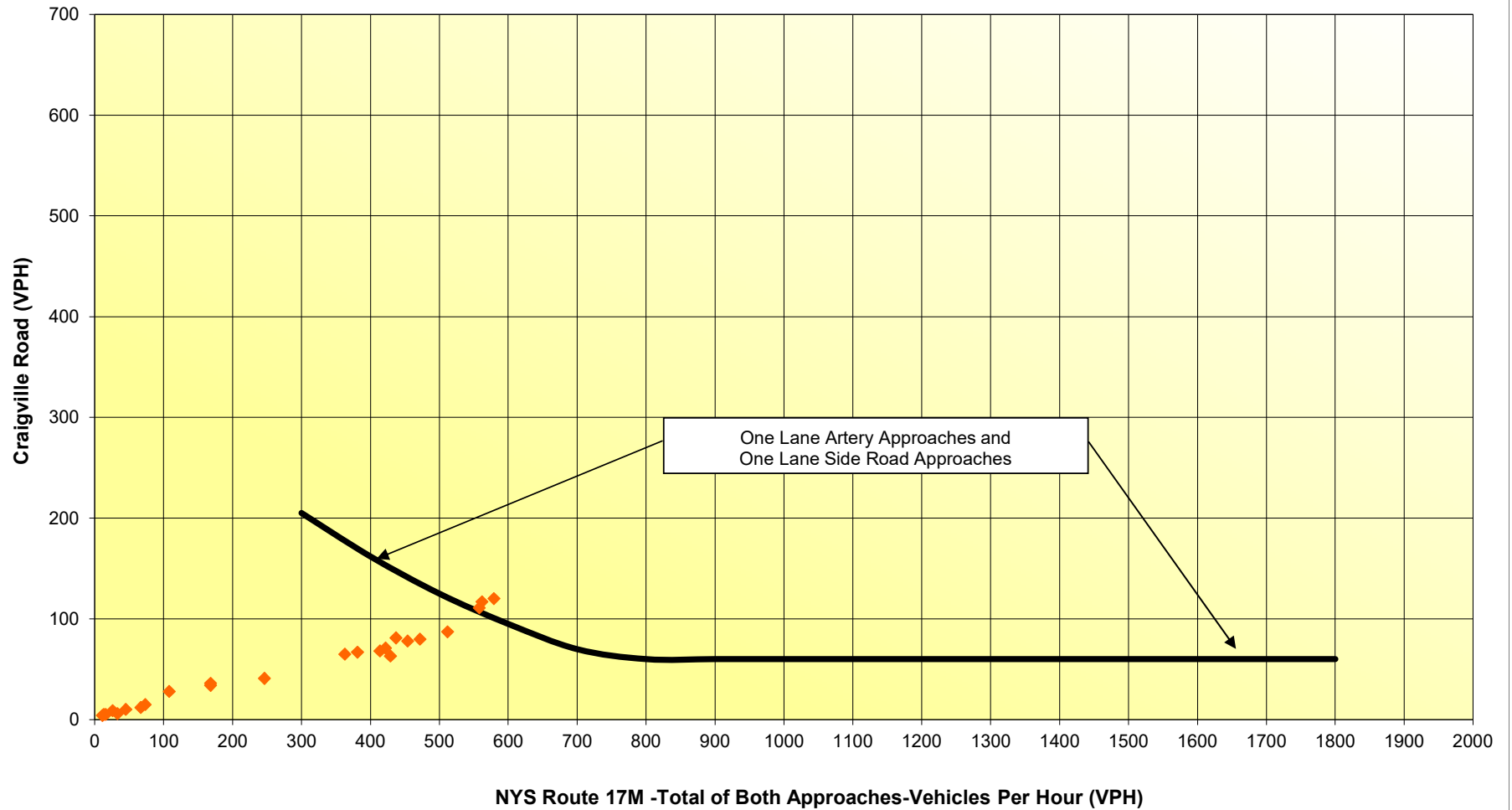
Source: Federal MUTCD



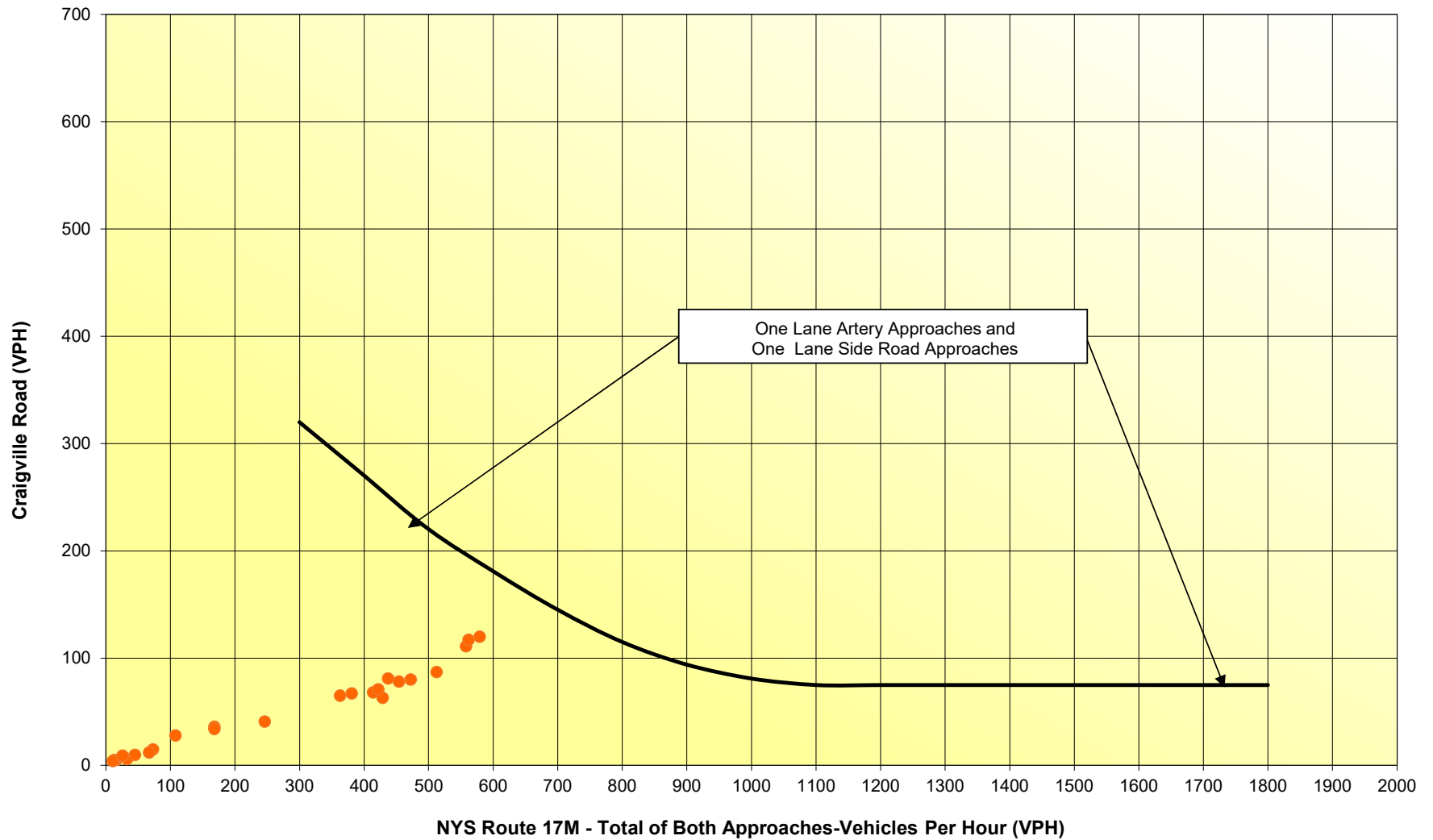
**NYS Route 17M/Craigville Road (No-Build Conditions)**  
**Figure 4C-2**  
**Reduced Four-Hour Vehicular Volume Warrant**  
Source: Federal MUTCD



**NYS Route 17M/ Craigville Road (Build Conditions)**  
**Figure 4C-2**  
**Reduced Four-Hour Vehicular Volume Warrant**  
Source: Federal MUTCD



**NYS Route17M/Craigville Road (Build Conditions)**  
**Figure 4C-4**  
**Reduced Peak Hour Volume Warrant Source: Federal MUTCD**



**ATTACHMENT H**  
**OCDPW SITE DRIVEWAY LOCATION APPROVAL**

CRAIGVILLE ROAD WAREHOUSE  
TOWN OF BLOOMING GROVE  
ORANGE COUNTY, NEW YORK



**Steven M. Neuhaus**  
**County Executive**

## ORANGE COUNTY DEPARTMENT OF PUBLIC WORKS

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**Erik Denega, P.E., P.M.P.**

**Commissioner**

**P.O. Box 509, 2455-2459 Route 17M**

**Goshen, NY 10924-0509**

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**TEL (845) 291-2750 FAX (845) 291-2778**

**VIA E-MAIL:** shipp@cmellp.com

Starke Hipp, P.E.

Creighton Manning

145 Main Street

Ossining, NY 10562

April 11, 2022

**Re: Conceptual Approval for Access and Driveway Location**

Craigville Logistics Warehouse

County Road 51 (Craigville Rd)

Town of Blooming Grove, SBL: 52-5-11 & 54-1-50.1

OCDPW Review #20-0057

Dear Mr. Hipp:

This Department has reviewed the following documents:

- Site Plan Prepared by Arden Consulting Engineers, PLLC titled "Turning Diagrams" Sheet 11 of 11 dated October 26, 2020, last revised June 25, 2021.
- Email Correspondence dated January 27, 2022, from Creighton Manning.

Based on our review of the documents noted, conceptual approval is hereby granted by the Orange County Department of Public Works for the location of the access driveway for the proposed warehouse. The location will provide for adequate sight distance as requested during a field meeting on October 6, 2020. We note that this conceptual approval is limited to driveway location only.

A full technical review is still required prior to full approval being granted by this office. A full technical review will include traffic impacts and mitigation, and driveway entrance standards.

Please provide one (1) hard copy and a digital copy (pdf) of all submitted materials. Should you have any questions, please contact this office at your earliest convenience.

Yours truly,

Orange County Department of Public Works

**Anthony Trochiano, P.E.**

**Principal Engineer**

copy: Travis Ewald, PE, Deputy Commissioner (via e-mail)  
Michael Villaros, PE, Principal Engineer (via e-mail)  
Mike Carroll, Senior Engineer (via e-mail)  
Megan Tennermann, AICP, OC Planning (via e-mail)  
Town of Blooming Grove Planning Board (via e-mail)  
Frank Filiciotto, PE (via e-mail)  
Michael Morgante, PE (via email)  
Steve Esposito, RLA (via email)